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Piscataquis Project: Sporting Camps in the Piscataquis River Watershed, Section A, North from Bangor to Milo and Brownville to the Eastern Portion of the Watershed

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Piscataquis Project

Sporting Camps in the Piscataquis River Watershed

Section A

North from Bangor to Milo and Brownville to the eastern portion of the watershed, Schoodic, Upper Ebeemee, Seboeis, Cedar, and Endless lakes

January 2017

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Preface - Sporting Camps in the Piscataquis watershed

I started this research and writing project when I retired in 2010. My interest was in reading the history of Maine's wilderness through which Maine's Appalachian Trail passes between Monson and the West Branch of the Penobscot River. In sum, I found little written history about logging or trapping or sporting camps, the three major reasons why people were in this wilderness. Consequently, I began to look for what I could piece together.

After a year of work, I realized that the southern 50 miles of this wilderness was the Piscataquis River watershed and the northern 50 miles was the West Branch of the Penobscot River watershed. Then I turned my focus to the northern 50 miles and wrote articles on the West Branch watershed for *Appalachia* magazine and another appeared on the Fogler Library Maine Digital Commons Maine History site.

In 2014, I began to spend more time with the Piscataquis watershed. Life in the watershed revolved around hunters, trappers, wilderness farmers, loggers, tote roads, railroads, and sporting camps. The sporting camps, the primary focus of this text, began to slowly develop in the late 1870s and reached their heydays before the 1930s. This paper traces the development of these first sporting camps to the present day or until they no longer existed. It also includes those who had a private dwelling built before about 1930. The key focal points are the people, their transportation, their operation, their location, the evolution of their camp, and the nature of camp life.

The Piscataquis watershed is divided into four sections. The preface of each section is the same with the exception of the last paragraph where I name and thank those who have contributed to the section.

This history of sporting camps and early private camps in the Piscataquis watershed is a compilation of previously uncollected disjointed bites of information that are organized according to the first access routes and beginning with the earliest places to stay. I gathered information from ten major printed sources and through conversations with people. Town histories and local historical societies provide information about the development of a community. The Bangor and Aroostook Railroad yearly publications from 1895 to 1952, titled *In the Maine Woods* after 1899, provide many sporting camp and proprietor names. The Maine Register, 1874 -, is another source for sporting camp and proprietor names. *The Maine Sportsman* (1894-1908) and *Forest and Stream* (1873-1930) provide information about specific sporting camps. Through newspaper search engines that include 19th Century Newspapers and NewspaperArchives more information is available from papers like the *Bangor Daily Whig and Courier*.

I attempted to locate information about every name that appears in the text. If a name appears with no other personal information, then I was unable to discover such. Information about the people comes from three primary sources, Ancestry.com, collections of family papers held by Fogler Library at University of Maine, and personal interviews. The Piscataquis and Penobscot county registries of deeds, the Maine Bureau of Public Lands lease office, and Maine's Unorganized Territories Tax Office helped track ownership in some cases.

The notes in all sections enable the reader to know, at a minimum, the general source of information and, in some cases, specifics. For example, where I provided information about a town, I listed the documents used in one note.

The maps are primarily for orientation. In that context, not everything in the text appears on a map. In terms of sporting camps, what does appear is the name of the first known owner.

I want to recognize and extend a most appreciative thank you to the following individuals who provided information for Section A. Your contributions certainly made the text much richer: Carolyn Brown, Desiree Butterfield (University of Maine Fogler Library), Tony Cesare, Barbara Cole, Deborah and Rodney Cole, Charles Connors, Darryl Day, Helen Deag, Carol Dow, Mary and Philip Gallagher, Erika Gorder (Rutgers University Libraries), John Hannigan (Massachusetts State Archives), Nancy Henry, George Hussey, Jean Megquier, Sarah Otley (University of Maine Library), Doug C. Reed (state forester Seboeis Unit – Maine Bureau of Public Lands), and R. Michael White. Thank you for your support and generosity.

Thank you for your interest in this history. I would appreciate any thoughts you wish to share.

Bill Geller
Farmington, Maine

Sporting Camps in the Piscataquis River Watershed

Content of the sections

Section A: north from Bangor to Milo and Brownville to the eastern portion of the watershed, Schoodic, Upper Ebeemee, Seboeis, Cedar, and Endless lakes

Section B: north from Bangor to Brownville and Prairie, the Ebeemee ponds, and Katahdin Iron Works (KIW); South from KIW to Big Houston Pond and the bowl in the shadow of the Barren-Chairback mountain range; North from KIW to B-Pond, the headwaters of the East Branch of the Pleasant River, and West Branch Ponds, headwaters for the West Branch of the Pleasant River

Section C: north from Bangor to Katahdin Iron Works and west along the West Branch of the Pleasant River on the Pleasant Valley Tote Road to sporting camps on the river, the east end of Long Pond, Little Lyford Ponds, and Big Lyford Pond

Section D: from Bangor to Greenville via access points to Sebec Lake, Lake Onawa, Long Pond Stream and Long Pond, West Shirley Bog and Indian Pond, and the Wilson ponds

Reader's Note:

Each of the A-D sections has three subsections. The first subsection is the same for each of the A-D sections; it is an introduction to the whole of the watershed. The second subsection traces the development of the route from Bangor to the community that served as the departure point for sports traveling to a particular geographic area in the Piscataquis watershed. The third section has the history of the sporting and private camps on the waters accessed from the departure point. Any town name not followed by the name of a state is in Maine.

Section A

Piscataquis River Watershed:

**North from Milo and Brownville to the eastern portion of the watershed,
Schoodic, Upper Ebeemee, Seboeis, Cedar, and Endless lakes**

An Introduction:

General access to and development on the Piscataquis River and its tributaries

The Native Americans traveled up the Penobscot River, north into the Maine wilderness, from their community not far above the ocean's tidal effects.¹ They paddled past their villages at Olamon and Passadumkeag. At Piscataquis village², they either continued north or turned west into the mouth of the Piscataquis River and carried around the waterfall. Those on this westerly route traveled the waterway to the mouth of a substantial stream flowing from the north. Their travel on this stream brought them to a lengthy east-west running lake, Sebec (large body of water), which they paddled through to its northwest cove with a short stream to another lake, Obernecksombeek (Onawa), at the foot of the mountains. From here, they portaged along a stream that cut through the mountains to another long narrow lake and then did a series of portages and small pond

¹ Bangor is the current name of this community.

² Howland is the current name of this community.

crossings to reach Sebem³ and Kineo their source of flint. For centuries, the Native Americans used this route and their encampments dotted the waterway.

Colonial trappers and hunters also used the waterways as their roads. Settlers, who came to farm in the growing seasons and log in the winter, followed in 1800 and by 1824 had formed new communities at just about every waterfall, their source of power to mill lumber, grind grain, and, later, weave wool and cotton.⁴ Those who owned the land along these waterways, where towns formed, were willing to sell and have the area develop. However, landowners away from the river did not sell land; they held it for logging and their initial source of loggers were those who moved into the settlements.

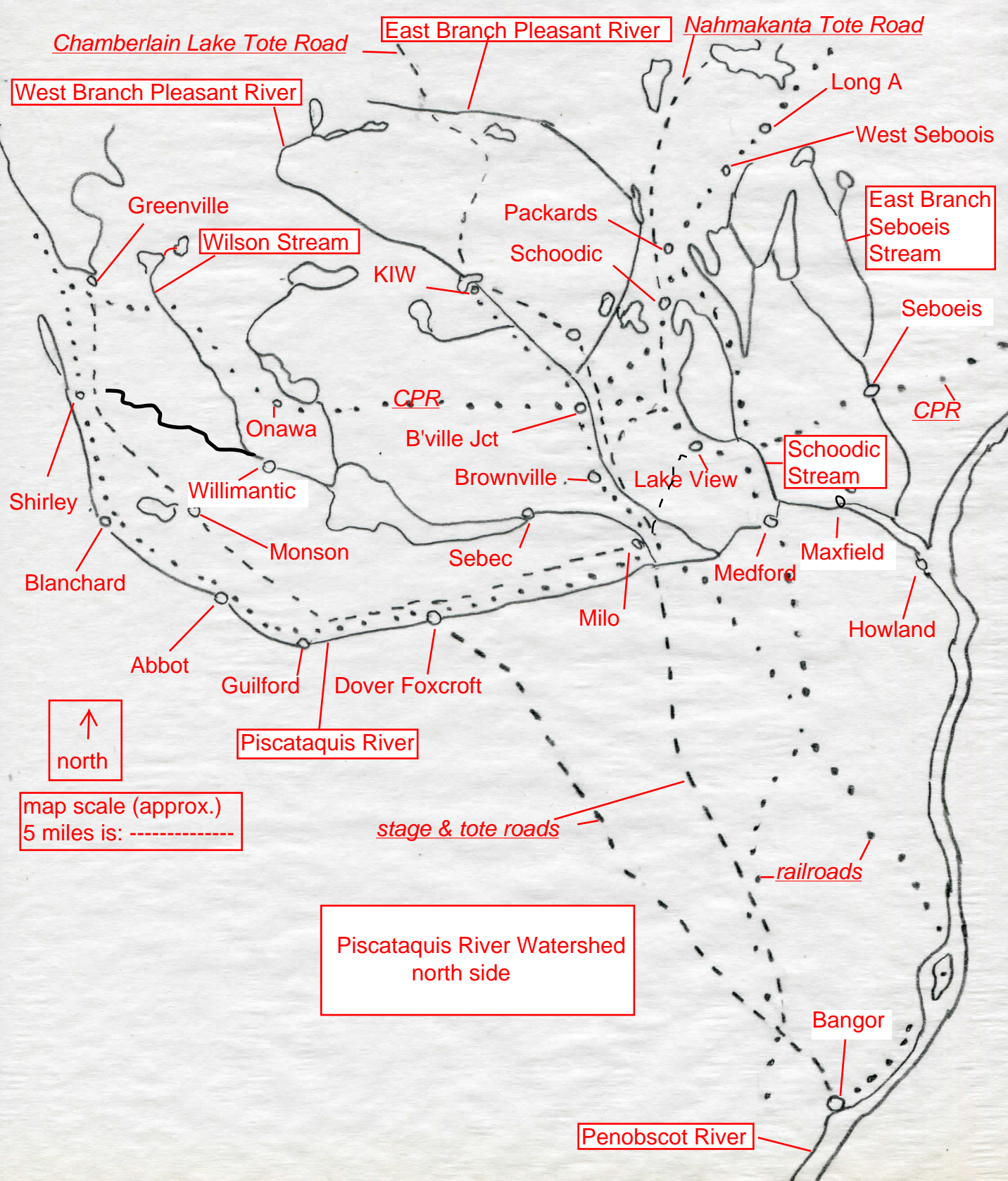
In 1802 and 1803 a number of settlements began to spring up on the Piscataquis River.⁵ Medford was 12 miles from the Penobscot River and Dover and Foxcroft⁶ were 30 miles west of Medford. Three years later and eight miles above Foxcroft, farmers started Guilford and, 5 more miles upriver, Abbot. By 1824, families reached the headwaters of the Piscataquis River near Shirley, and Little Wilson Stream at Shirley Corner, and Big Wilson Stream east of Greenville. Shirley developed as it did around the foot of the East

³ Moosehead Lake

⁴ All town names appearing in the text are Maine towns unless otherwise noted.

⁵ The early dates cited for settlements indicate when the first settlers began clearing land.

⁶ Foxcroft was on the north side of the river and Dover was on the south side. They merged in 1922 to become Dover-Foxcroft.



Bog, because the landowner's strategy was to settle the east side of the township and leave the west side for logging.⁷

Development on the tributaries flowing into the north side of the river also commenced in 1802-1803. Settlers left the Piscataquis River on the Sebec River to establish Milo at the two-mile mark, half way between Medford and Foxcroft, and Sebec at the mouth of Sebec Lake, another six miles up river. On the west end of Sebec Lake at the mouth of Big Wilson Stream, other families settled Willimantic by 1830.⁸ In 1806, more settlers passed north through Milo to form Brownville five miles to the north at the first

⁷ The following books provide the history of these communities.

Bennett, Wayne and others. *A Centeseptquinary History of Abbot, Maine 1827-2002*. Greenville, ME: Moosehead Communications.

Loring, Amasa. *History of Piscataquis County Maine from Its Earliest Settlement to 1880*. Portland, ME: Hoyt, Fogg & Donham, 1880.

Phillips, Allen H. *Shirley – The People and Their Town*, 2009.

Stevens, Louis E. *Dover-Foxcroft: A History*. Somersworth, NH: New Hampshire Printers, 1995.

True, Emma J. Editor, *History of Greenville 1836–1936*. Augusta, ME: Augusta Press, 1936.

White, Charlotte et al. *Guilford Maine Sesquicentennial*. 1966.

⁸ Blanchard, Dorothy A. *Old Sebec Lake*. Dover, NH: Arcadia Publications, 1997.

Conservation Commission. *Willimantic, Past & Present*. 1976.

Milo Historical Society. *Milo, Brownville and Lake View*. Portsmouth, ME: Arcadia Publishing, 2009.

Sawtell, William R. *The Bowerbank Story*, c.2000.

Wright, Shirley Nason. *History of Sebec Maine 1812-1987*. Presque Isle: ME: Print Works, 1987.

falls on the Pleasant River. Eight years later farmers came from Sebec and Brownville to settle around Silver Lake at the foot of the White Cap and Barren-Chairback mountain ranges on the West branch of the Pleasant River. By 1840, folks referred to the community as Katahdin Iron Works (KIW).⁹ In 1816, a farmer went north of Abbot through the woods and settled at the east end of Lake Hebron, Monson. Settlers continued northeast from Monson in 1824 to the fertile interval of Long Pond Stream at the head of Lake Onawa, but a village never developed here.¹⁰

While settlers originally navigated a waterway, roads quickly connected them. The land route was necessary, as the waterways did not always have sufficient water for consistent transportation, particularly in the late summer and fall. In 1824, the first stage line went from Bangor directly to Milo, where it split with one fork leading north to Brownville and the other fork following the north side of the Piscataquis River to Foxcroft

⁹ Gerrish, Judson, and Henry Gerrish. *Brownville Centennial Book*. Dover-Foxcroft, ME: F.D. Barrows, 1924.

Sawtell, William R. *K.I. III*. Bangor, ME: Furbush-Roberts Printing, 1988.

Sawtell, William R. *Katahdin Iron Works and Gulf Hags: Before and Beyond*. Milo, ME: Milo Printing Company, nd.

Sawtell, William R. *Katahdin Iron Works Revisited*. Self published, 1983.

¹⁰ Anderson, Ken. Profiles in Rural Maine: Onawa, Maine. allmainematters.com

Bennett, Marilyn Temple and Kermit Colson Bennett. *Vaughn's Elliot[t]sville*. Wiscasset, ME: The Copy Shop, 2010.

History of Monson Maine 1822-1972.

Sawtell, William R. *Onawa Revisited*. Milo, ME: The Paper Pusher, 1989.

and two years later reaching Greenville.¹¹ By 1833, a tote road and stage line went directly from Bangor to Foxcroft and on to Greenville, saving loggers costly miles and time. At the same time, loggers extended the other fork, which lead to Milo and then Brownville, to points farther north with access to the east side of the Piscataquis watershed and the West Branch of the Penobscot watershed. For the next 50 plus years, the tote roads to Greenville and Brownville north were the two main arteries loggers used to supply their operations. The number of men on anyone night involved with toting supplies could range from 10 to 40 men at one of their stops. In general, logging operations to the north grew year by year and as a result so did the commercial operations along these two major arteries.

Each of the towns on the river became a center of commerce. The community's farming families grew the food staples needed by the loggers and their oxen, and later horses (post-1890). In the winter, their men folk turned to logging, trapping and hunting. Each community had at least one enterprising farm family that opened an early hotel that served loggers and teamsters headed to the logging camps, housed those cutting nearby and cared for river drivers in the spring.¹² As saw and grain mills developed, some families built boarding houses for the growing work force and, as these workers began to build their own homes and travelers on the stage line increased, the boarding houses gradually morphed into hotels that still served boarders.

¹¹ For the first few years the Greenville settlement was on a flat area about half way between the foot of Moosehead Lake and the Wilson ponds.

¹² Information identifying hotels comes from the town histories and *The Maine Register*.

By the late 1860s, the level of commerce, as it pertained to farm and wood products, and travelers, was sufficient enough to bring the railroad north from Bangor to the Milo area near the confluence of the valleys of the Piscataquis and Pleasant rivers. Here the rails swung west along the north side of the Piscataquis River. In 1869, Milo became the supply hub for loggers using the major tote roads north. That same year the supply hub for points west shifted to Foxcroft, the end of the rail line for the next two years.¹³ Guilford served as the hub until 1874, when the rails ended at Abbot, where southbound trails picked up a new commodity, slate, from the Monson mines (c.1870). Two years later, the line reached Blanchard and then Greenville in 1884.

Back in Milo and at about the time the rails reached Greenville, crews laid another set of tracks from the rail line's turn to the west below Milo village through Brownville and up the West Branch of the Pleasant River valley to KIW (1882); the junction became known as Milo Junction (or Derby). Influencing this financial commitment was the activity of the iron works and tourist traffic to KIW's popular Silver Lake Hotel. This moved the logger's supply hub for the tote road that went north to the West Branch of the Penobscot River to Brownville and for the southern portion of the tote road to Chamberlain Lake to KIW; the northern portion's hub was now Greenville.

Between 1870 and 1883, the addition of these rail lines, which provided a more comfortable and attractive means of travel, began to lure north more adventuresome sports interested in hunting and fishing. Enterprising writers and map makers recognized an

¹³ Much of the railroad information in this document is from: Angier, Jerry and Cleaves, Herb. *Bangor & Aroostook: The Maine Railroad*. Littleton, MA: Flying Yankee Enterprises, 1986.

opportunity and the first Maine tourist guidebooks and maps for this area, published between 1875 and 1893 by John Way, Charles Alden John Farrar, and Lucius Lee Hubbard, described canoeing routes into the Maine wilderness with the key rendezvous point being Greenville. They promoted the wilderness hotels at Moosehead Lake and the hotel at Silver Lake, and described those areas' attractions. As tourist guides, they offered no information about the territory east of KIW and Brownville, because the area had no communities and no Native American canoe route, and consequently no current canoe route, crossed the area in moving east to west or north to south.¹⁴

The residents who lived in the communities on these two rail lines in the 1880's also noted the increased sport activity and quickly took advantage of it. They made their hotels more attractive. Enterprising farmers and woodsmen began advertising their guiding services and took a sport or two at a time to one of their trapper's camps, a tiny four wall shelter that provided some protection from the weather. Their scattered trapper's camps were usually on the shore of some body of water that they had to themselves. The landowners had no objection to these men fishing, hunting, picking spruce gum, trapping,

¹⁴ Farrar, Captain Charles A. J. *Farrar's Guide to Moosehead Lake and North Maine Wilderness*. Boston: Lee & Shepard, 1890.

Hubbard, Lucius L. *Hubbard's Guide to Moosehead Lake and Northern Maine*. Cambridge, MA: Author, 1889 and 1893.

Way, John M. Jr. *A Guide to Moosehead Lake Region and Northern Maine*. Boston: John M. Way Jr., 1874.

Cook, David S. *Above the Gravel Bar: The Indian Canoe Routes of Maine*, 2nd edition. Milo, ME: Milo Printing, 1985.

and cutting a few trees for their tiny cabins. Most of these men also logged or surveyed or cruised timber and the landowners knew they would take care of the land from which they derived their livelihood.

By the mid-1890s, the sporting camp business began to blossom and the number of sporting camps grew rapidly. Enterprising trappers and guides gave up their small trapper's cabins and built more comfortable structures. Other guides and loggers seeing the influx built new sporting camps, some large enough to sleep 12 or more people and others put up a small cluster of sleeping cabins with a common kitchen and dining center.¹⁵ They started small and grew over time. With this change, landowners began issuing commercial leases in the 1890s to guides for a few dollars a year.¹⁶ One major reason for landowners providing leases scattered about their lands was for fire protection; no loggers were in these woods during the summer and early fall at the height of fire season. Terms for some leases specifically included a condition that the holder would report intruders and rogue camps, and watch for fires and help put them out, and not build outdoor fires. After about 1910, when loggers began stringing miles of phone lines to connect their camps, they consciously included the sporting camps.

¹⁵ A reading of all the issues of *The Maine Sportsman* and *In the Maine Woods* leads to this conclusion.

¹⁶ Copies of camp leases are found in lumbermen's family papers of which a large number are available at University of Maine Fogler Library.

Contributing to a final growth spurt was the 1893 opening of another rail line from Brownville north to Aroostook County.¹⁷ From the initial opening, the freight line provided passenger service to the eastern portion of the Piscataquis watershed, Schoodic and Seboeis lakes and Norcross at the foot of the Lower Chain Lakes (Elbow, North Twin, Pemadumcook and Ambejejus lakes). Also at this time, the B&A began to play a major role in attracting people to the Maine woods. In 1894, they hosted a Maine booth at the first annual New York City Sportsman Show. They also participated yearly in a similar show in Boston. For these shows, they hired popular Maine guides and proprietors of many of the developing sporting camps. The display often included a full log cabin along with pictures and taxidermy work that include large fish and animals.

In addition to the sportsman shows, the B&A advertised, distributed small promotional brochures, and printed a yearly booklet of up to 200 or more pages promoting the north Maine woods as accessible from its rail lines. The first year of publication was 1895 and, starting in 1900, its yearly title was *In the Maine Woods*.¹⁸ Another popular publication devoted to Maine hunting, fishing and sporting camps and printed between 1893 and 1908 was Maine publisher Herbert W. Rowe's *The Maine Sportsman*,¹⁹ a

¹⁷ The rail line that began inching north from Bangor and following settlers along the Piscataquis River was the Bangor and Piscataquis Railroad, and the line from Brownville to Katahdin Iron Works (KIW) was the Bangor and Katahdin Iron Works Railroad. These two lines merged in 1891 to form the Bangor and Aroostook Railroad's Piscataquis Division, in this text the B&A.

¹⁸ By using the resources of The Maine State Library and Internet Archives one can find a nearly complete set. The New York Public Library has the first issue in 1895.

¹⁹ A combination of the resources at Bangor Public Library and the Maine State Library provides a nearly complete set.

monthly magazine. Its seemingly endless stream of pictures of long strings of big fish and game suggested everyone was successful.

Writers like Captain Charles Alden John Farrar, who spent summers in Rangeley, and Holman Day, a Mainer, wrote numerous articles and popular books pertaining to adventures in the Maine woods. Day, who began writing about the Maine woods in the mid-1890s and through the first two decades of the 20th century, was a prolific writer.²⁰ Some of his novels used the men and women he met on his excursions in the Maine woods and some of them lived near his camp on Long Pond on the west side of Chairback Mountain. Cornelia Thursa (Fly Rod) Crosby of Phillips, Maine's first registered guide and another well-known spokesperson for Maine's wilderness, was a prolific writer for the numerous sportsman type magazines at the turn of the century. She was often the organizer of the Maine booth at the yearly Boston and New York sportsman shows.

Most sporting camps did little, if any advertising. However, what they did do through their guides and cooks was provide every sport an exceptionally rewarding experience that caused them and their families to return year after year and encouraged their friends to join the fun in Maine. As a collective, the guides knew what they did could draw more people to an area or cause them to seek another, so they made sure people had a good time and were successful in fishing or hunting or seeing the sights. The cooks, often the wives of the owners, prepared amazing meals. The daily breakfast was the equivalent

²⁰ Two books Day wrote at Long Pond are: *Squire Phin*, New York: A.S. Barnes, 1905; and *King Spruce*, New York: A.L. Burt, 1908.

of the modern day Sunday brunch and the daily lunch and supper were each like Sunday diner.

In terms of the interests of sports,²¹ Greenville, Monson, Foxcroft, Milo, Brownville, and KIW developed into the main rendezvous communities on the west, south and east sides of the Piscataquis watershed. These towns provided access to the Piscataquis watershed wilderness that has always been the domain of trappers, loggers, and sports. Each of these communities was on one of the loggers' major tote roads from Bangor and served as a hub for other winter logging tote roads that reached into the wilderness and that guides and their sports used.

Access from Greenville into the Piscataquis watershed did not develop until c.1890 and it was not until c.1917 that sports began to use it. The logger's tote roads did not at first enter the headwaters of the easterly flowing Piscataquis River tributaries of Big and Little Wilson streams and the East and West Branches of the Pleasant River. The loggers cutting in the Greenville area prior to 1900 were working for the mills in the Kennebec River system, which flows west and south.

Monson was the rendezvous point for sports traveling 12 miles to Long Pond Stream in Bodfish intervale, where they had access to Long Pond, the west side of the Barren-Chairback mountain range, and Lake Onawa from 1873 to the present day. The stream flowed south from Long Pond, and carved easterly through the southern slopes of the Barren-Chairback mountain range, passed through the intervale and emptied into Lake Onawa. The tote road from the intervale to Long Pond was not always passable, even with

²¹ Sport is a term that refers to a person who hires a guide for a wilderness experience.

a horse and cart. A short side road from the Bodfish intervale farms led to a landing near the upper end of Lake Onawa. Loggers drove Lake Onawa's rugged outlet stream, Ship Pond Stream, to Sebec Lake, but a route never developed from Sebec Lake up along the stream to Lake Onawa.

At Dover and Foxcroft, tourists and sports departed the stage from Bangor and went a short three miles by foot or carriage to Blethen's Landing, later renamed Greeley's Landing, at about the middle of Sebec Lake. Bateau and canoes called at the landing for those going west on the lake to Willimantic and east to Bowerbank and Sebec. By 1861, the lake had a steamboat capable of handling 300 people. Its proximity to Bangor made the lake a popular summer destination for tourists.

From Milo some sports continued west along the Piscataquis River, others turned north to Prairie and then northwest to KIW. Beginning in 1883 some took the tote road to the foot of Schoodic Lake and continued on to a sporting camp on the lake or those on Seboeis and Endless lakes.

At Brownville, the route north split and the left fork, the Chamberlain Lake Tote Road, continued north to Prairie and the Ebeemee lakes where it shifted westerly to reach Silver Lake. The right fork, the Nahmakanta Tote Road, went northeast over Searles Hill, then made an arc to the north, crossed near the foot of Norton Pond (also known as Peter's Pond) well above the Schoodic Lake shore, and went straight north across the high land to the northwest corner of Schoodic Lake where it continued on to pass on the east side of Upper Ebeemee Lake and ended 10 miles further north at South Twin Lake's southwest corner. Trappers, hunters, guides and sports headed to the east most portion of the

Piscataquis River watershed, Schoodic, Seboeis, Endless, and Cedar lakes' area, used the road to reach a major side road from the Norton Pond area to Schoodic Lake.²²

The community that developed at Silver Lake became known as Katahdin Iron Works (KIW) in the 1840s and was both an early destination and rendezvous location for loggers cutting on both the east and west sides of the Barren-Chairback and White Cap mountain ranges. KIW's Silver Lake Hotel served tourists from c.1870 to 1913 when it burned; its best years were in the 1880s. While its popularity waned in the 1890s, an increasing number of sports came through the community on their way to a sporting camp. Those headed to a sporting camp in the Big Houston Pond watershed, the east side of the Barren-Chairback mountain range, took the tote road from KIW south to Big Houston Pond. Others bound for a sporting camp on the west side of the mountain range took the Pleasant Valley Tote Road from the head of Silver Lake and continued along the West Branch of the Pleasant River, through Gulf Hagas that split the mountain range. Another group took the tote road north from KIW through Big White Brook valley to the sporting camps at B-Pond, Yoke Pond and those in the headwaters of the East and West Branches of the Pleasant River.

In 1894, the railroad was the only reasonable and comfortable way to get within perhaps 20 miles of some of these developing sporting camps. The final leg was by horse and wagon or canoe or foot or any combination thereof. Logging roads were exceedingly

²² Hubbard, Lucius L. Map of Moosehead Lake and Northern Maine, 1879, 1883, 1891, 1894. Piscataquis County Maine Map. Houlton & Dover, ME: George Colby, 1882.

Walling, H. F. Map of Piscataquis County, Maine. New York: Lee & Marsh, 1858.

Walling, H.F. Map of the State of Maine. Portland, ME: J. Chace Jr., 1862.

rough except for winter, when snow filled in around the stumps and rocks, so many preferred walking. By the early 1890s, the tote road north from Brownville became so rough that what used to take a day for a horse with a cart full of sportsman type dunnage to reach South Twin Lake now took two. The condition of a side road was a function of where loggers were going to cut or had recently cut. Since loggers abandoned the roads after they cut, access to some sporting camps changed based on an available road. Most proprietors spent considerable time keeping roads open. For many proprietors ownership necessitated having a horse.

The mix of people who visited the sporting camps changed over time. Up through the 1890s sports were generally men and Mainers, many from the towns on the Piscataquis and Penobscot rivers, and particularly the Bangor area.²³ As conditions at the sporting camps quickly improved, men from all over New England, New York City and northern New Jersey and Philadelphia started arriving. Beginning about 1900, the B&A publications began to advertise for women and by 1910 wives and children were also coming for summer stays of a month or more. They came year after year and in some cases, like at Yoke Pond Camps, the proprietor let them leave trunks of material for their

²³ This conclusion is based on reading sporting camp guest books.

Big Houston Camps guest register 1896-1939. University of Maine Fogler Library Special Collections

Long Pond Camps / Dean Register 1895-1919. University of Maine Fogler Library Special Collections

Onawa House Guest books 1897-1904. University of Maine Fogler Library, Special Collections

visit the following year. Some prevailed upon a proprietor to build them their own camp on the proprietor's lease and a few built a camp for their personal use on leased land.

By the mid-1920s, the often-used sections of the loggers and stage roads had been improved and more people were buying cars.²⁴ For example sports could now drive from Foxcroft to Greeley Landing on Sebec Lake or from Monson to Bodfish intervale at the head of Lake Onawa. Ridership on the trains began to decline and service to KIW stopped in 1922. Sports continued to come, but they still had to rely on the camp proprietor to get them the last miles to the sporting camp.

The number of sports and families at the sporting camps began to decline in the 1920s. Many of the camps had remained rustic; for the most part business was not sufficient enough to generate the revenue at most sporting camps to make the needed upgrades or in some cases even basic upkeep. The food was excellent and plenty of it, but it was plain with little variety and some sporting camps struggled kept pace with people's broadening tastes. The developing popularity of the car opened up other travel opportunities for families and led to declining numbers of train passengers. Consequently, connections on the lines to the north-country were no longer as frequent or convenient. The depression resulted in fewer sports coming north. During the early 1940s, some sporting camps closed or scaled back as a result of the war. By 2010 the number of sporting camps in the Piscataquis River Watershed that opened before c.1930 had dwindled to three, and only one of these is still family owned.

²⁴ A general description of Maine's road development appears in: *A History of Maine Roads 1600-1970* by State Highway Commission, Maine Department of Transportation. The document is online: digitalmaine.com/cgi/viewcontent.cgi?article=1006&context=mdot_docs

Being a sporting camp proprietor was a way to sustain a cherished life style and share it with others. The early farmers and loggers who initiated this business did so in order to keep their property or lease and sustain their families. These men and their families cobbled together a living in these woods by farming, foraging, logging, picking spruce gum, guiding sports, guiding for other sporting camps, trapping, hunting for the city markets when it was legal, building and caring for telephone lines, surveying, cruising timber, scaling timber, building private camps for others, and acting as winter caretakers. Many early proprietors turned their sporting camp over to family or sold to a loyal long time guide or a friend in their community, often with the right to live out their years at the camp. Ownership of the sporting camps continued to be predominantly local Mainers through the 1940s, but then began to drift away from such owners as costs started to rise, exceeded their means and sales began to involve bank loans. Those private individuals who run the last remaining commercial sporting camps continue to have that passion for the life at a camp and have preserved a Maine tradition.

From Bangor to Milo, Brownville, and Brownville Junction

Milo area

How many sports may have come north from Bangor through Milo between the 1820s and 1860s via the tote and stage roads is unknown, as is where they may have been headed other than perhaps to a town west along the Piscataquis River or northwest to the Chamberlain Lake area on the Chamberlain Lake Tote Road or north to Schoodic Lake and the Lower West Branch of the Penobscot River on the Nahmakanta Tote Road.

By the 1870s, tourists and sports were passing through Milo on their way to one of the earliest wilderness tourist hotels, the Silver Lake Hotel in Katahdin Iron Works (KIW). Their mode of transportation changed to a train in 1869, when the railroad tracks from Bangor reached the Milo area. These travelers probably spent the night at J.E. Gould's hotel, Gould's Hotel, that opened in the 1860s and remained the only hotel in town until 1913. By the 1890s, Milo guides, like C.S. Harris, W. L. Hobbs, Charles Randall, D. Harris, Will Crosier, Owen Chase, Frank Tibbetts and A.D. Bumpo, who at a minimum worked the watersheds of the East and West Branches of the Pleasant River, and Schoodic, Seboeis, Cedar and Endless lakes, often met their sports at either the hotel or the station.²⁵

The first road from Milo to the southwest corner of Schoodic Lake opened in 1883 and it became a well-traveled link. Six years later Merrick Thread Company, in anticipation of the east-west running Canadian Pacific Railroad (CPR) opening in 1889, built a large spool mill at the end of the road on the lake shore, where the tracks would soon be. The community of Lake View quickly developed and the road became the link between the two communities.²⁶

²⁵ Guide lists appeared regularly in the Bangor and Aroostook publication *In the Maine Woods* and in the magazine *The Maine Sportsman*.

²⁶ Sawtell, William R. *Schoodic Lake Revisited*. Greenville, ME: Moosehead Communications, 2008.

Sawtell, William R. *Lake View Revisited: A Centennial Book*. Milo, ME: Milo Printing Company, 1991.

Sawtell, William R. *A History of Lake View Maine*. Milo, ME: Milo Printing Company, 1985.

Another important transportation change for Milo in 1883 was the extension of rail service to KIW via Brownville. The area around the Milo station became known as Milo Junction or Derby, and it was eventually a major rail hub and repair center. By 1906, demand apparently exceeded what Gould's hotel had to offer and the Stewart House opened at Milo Junction with E.S. Daggett as proprietor. Four years later in Milo, Walter E. Dillon opened the Dillon House and in 1918 the American Thread Company, which Merrick Thread Company joined, built the Atco Inn that served their company needs, housed permanent residents and catered to transients.²⁷ When KIW rail service ceased in 1922, the Dillon Inn (Dillon House), the Stewart House, and the Atco Inn, now the only three area hotels, provided the overnight stay for sports traveling to and from KIW.²⁸

Brownville and Brownville Junction areas

Five miles north of Milo on the stage road was Brownville, located on the Pleasant River below the confluence of its east and west branches. The village must have provided

²⁷ Walter Dillon joined his other two brothers, John E. and Herbert T., as a business proprietor in the Brownville and Milo area. Beginning about 1900, he worked for his older sister Nellie and her husband as a hotel cook in the Greenville area. His other sister Mary lived in Greenville where her husband was a merchant. Two other brothers Fredriese and James worked for the railroad in Brownville. They had all been born and raised on a farm in Quebec.

²⁸ Walter Dillon and his wife Laura managed the Dillon House through at least 1940; he died in 1954 and the house closed about 1977. Gould changed his hotel's name to the Oriental House, sold in 1887 to W.E. Weymouth who ran the establishment for four years until A.F. Spearing purchased it and renamed it Milo House in 1902. A succession of owners kept it open through 1917. ATCo sold in 1931 to O.E. Hamlin who sold to Stanley in 1934. Walter T. Day renamed it Milo Inn in 1935 and ran it until 1942 when O.E. Blackden took over for a time. By 1952, James A. Pickard was operating the hotel. The hotel closed by 1961. The Stewart House had two other owners before F.E. Gould bought it in 1913, sold by 1917 to R.M. Colbath, who changed the name to the Piscataquis Hotel and sold in 1924 to O.P. Hackett, who operated the establishment until c.1940.

some form of accommodation, as it was at the junction of the Chamberlain Tote Road (c.1832) and the Nahmakanta Tote Road (c.1832). Furthermore, it was the staging area for loggers who were already cutting up on the East Branch of the Pleasant River by 1825. In the mid-1870s, sports and other guests came to Brownville to meet their guides and start out on the Chamberlain Lake Tote Road, their route to the Silver Lake Hotel at KIW. Once the railroad reached KIW in 1883 more sporting camps began to open to the west and their sports joined the stream of travelers. The earliest known hotel, and still the only one in 1905, was the Brownville House that Nathaniel C. Herrick, a highly successful farmer, opened before 1872 and his family continued to run until 1923. Herrick advertised to fishermen and provided transportation to many nearby fishing spots, something the Milo hotels apparently did not do.²⁹

Up until 1894, traffic on the Nahmakanta Tote Road was primarily related to logging, but guides with folks on canoeing trips going to and coming from the north were users. Enterprising teamsters hauled canoes and dunnage in both directions on the road to either Upper Jo-Mary Lake, which they reached via a side road, or South Twin Lake. The sporting camp activity along the road and above South Twin Lake did not develop until after the railroad, now the Bangor and Aroostook Railroad (B&A), opened, north from

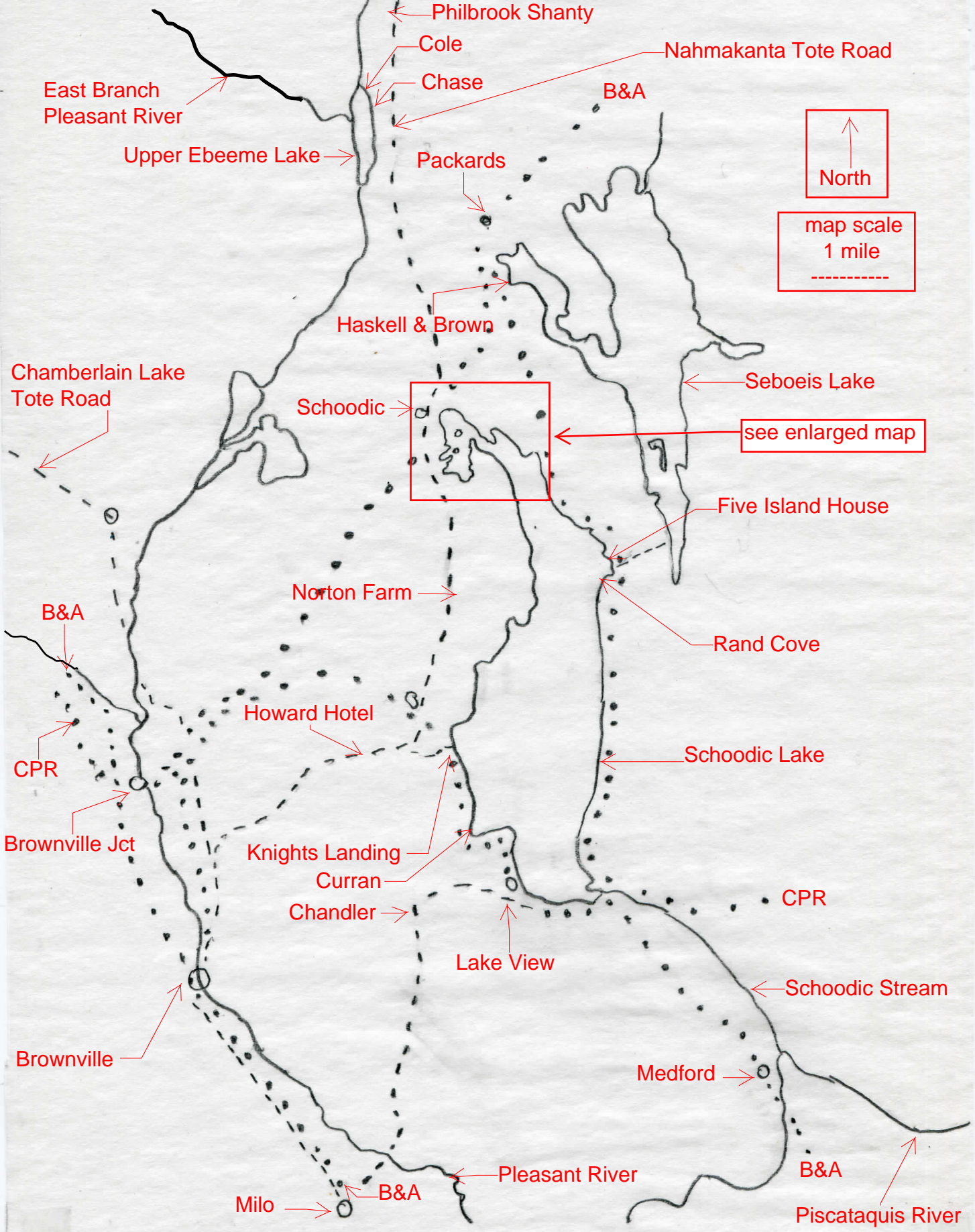
²⁹ Twenty-one years later, Nathaniel died and his son Carol E. Herrick took over and renamed the hotel, Herrick House, which he ran until 1905, when the name changed to Hotel Herrick. He sold in 1923 to Francis L. Fogarty who may have only run it for a year before it closed. Mrs. Peter Holt either reopened it in 1935 or built or used another structure and operated through 1939.

Brownville to Norcross, in 1893.³⁰ One reason for this probably related to the transportation of game. Prior to the railroad, the reasonable way to bring big game, deer, moose, and caribou, south was on a returning empty tote sled or a sled owned by an enterprising guide and there were a limited number of these. Even after the railroad opened, many sporting camps had a 5-20 mile trip to the line.

A few miles north of Brownville on the west side of the Pleasant River, Brownville Junction began to develop in 1889, when the east-west CPR crossed the rail line to KIW. The community included a second junction in 1893, when the first B&A train rolled northeast and crossed the CPR on the east side of the Pleasant River on its way north to Aroostook County. William Barrett opened one of the Junction's first two hotels, Henderson-Eureka House in 1889, and ran it for five years. He apparently sold in 1903 to Herbert T. Dillon, who renamed it, Henderson Pleasant River House, and he ran it for a few years before his older brother and wife, John E. and Mary L. Dillon, became proprietors' c.1910, and continued as such until John died in 1940.³¹ William M. Peters opened the other hotel in April 1889 knowing that most guests for his 25 rooms would be boarders. At the same time, a new store was opening, as was a roundhouse and railroad station to serve the line to KIW. The "Junction" was a getting off spot for those coming

³⁰ see note 17

³¹ Herbert remained in town as proprietor of a public hall, then a barber poolroom in the 1920s and the local theater in the 1930s, before dying in 1936. "Public hall" was a phrase he used on his marriage certificate and the U.S. Census. The degree to which his wives Agnes, then Mae, and then Mary were involved with his businesses is unknown. The hotel closed about 1961.



north on the B&A and going east on the CPR to Lake View and the sporting camps reached from there.³²

Northeast to the sporting camps

Lower Schoodic Lake

Travel to the lower portion of Schoodic Lake changed over many decades. Colonial trappers and hunters, beginning in the later part of the 18th century, probably departed the Piscataquis River at Schoodic Point and followed Schoodic Stream to the mouth of Schoodic Lake. Beginning c.1800, loggers used this route, as they moved up the waterway. By 1830, loggers reached Schoodic Lake via Brownville on the Nahmakanta Tote Road. A few miles outside Brownville, the tote road crested Searles Hill, passed the community's northern most farms owned by the Howard brothers, and, on the east side of the hill, began to bend to the north. Here a side tote road continued east downhill to the logger's landing on the Schoodic Lake shore just south of the mouth of the stream from Orson Bog and Norton Pond. This was the only access route for loggers on this lower side of the lake until 1883, when a second road reached the southwest corner of the lake from Milo.

Traffic on the road was such that by 1850, John F. Howard, a brother of Frances B. Howard, Hiram Howard, and Daniel Howard, opened what became known as the

³² Two other area establishments are mention, but no information other than the following is available. Richard's Camp, run by Angus Richards, operated out of Brownville in 1939 and 1940. L.H. Ryder opened Elms House and ran it in 1903 and then sold to W.H. Hobbs in 1904.

Howard Hotel, an establishment that was probably part of his farm. The hotel was likely a shanty stop during the early years.³³ The Howard farms raised and sold hay to the lumbermen; no community with a collection of farms ever lay to the north. The family operated through at least 1857, John died in 1867, and the family sold sometime before 1882.³⁴ When the railroad reached Brownville in 1883, the farm was too close to town to serve as a shanty, but exactly when the Howard Hotel closed is unknown.

While the logger's landing was the first access point to the lake and remained well used, no community developed around this landing until the late 1930s. By 1900, the landing became known as Knights' Landing; named for Zachariah B. and Augusta Knights, farmers from Stetson, who moved to a farm near Peter's Pond (labeled Norton Pond in 2016) and opened a small shingle mill on the southeast corner of the pond near the CPR railroad and siding. In the 1930s, Fred Hart, who lived at the landing, guided and trapped, rented a nearby camp or two, operated a small store, and kept an icehouse that served the area.³⁵ At some point, Fred apparently sold to Henry G. ("Red") Ade who named the sporting camp Schoodic Lake's Idlewild Camps and was still owner in 1952.

³³ Starting from Bangor, loggers developed a series of shanties placed at roughly 10-mile intervals along the tote roads to serve the teamsters toting their supplies. The distance from Milo to this area was a little less than the typical 10-mile daily toting distance.

³⁴ Information about people comes from the website Ancestry.com and town histories. The following map showed the location of these farms: Walling, H. F. "Map of Piscataquis County, Maine." New York: Lee & Marsh, 1858.

³⁵ Sawtell, William R. *Schoodic Lake Revisited*. Greenville, ME: Moosehead Communications, 2008.

Sawtell, William R. *Lake View Revisited: A Centennial Book*. Milo, ME: Milo Printing Company,

One of Hart's renters at Knights' Landing in 1939 was Harry and Mary Lanphear, who had just sold their Camp Kenfield at Schoodic siding.³⁶ A year later, and 17 years after running McNaughton's Camps at the head of the lake for a couple years, they bought five lots near Hart, built Cove End Camps, and began operating a sporting camp about 1945. The camp complex included a main lodge, and five or six sleeping cabins for two to four people.³⁷

Development at the southwest corner of the lake began in 1883, when a crew extended the Milo road from Chandler and its Williams Highland Slate Quarries to the lake. The new road may have been the reason why E.F. Jordan, who had a long time connection to the American House, a hotel in Bangor, leased Chandler's hotel, which the Williams Slate Company originally built as a boarding house. Work at the mine peaked about 1890 and the hotel probably closed after 1894. The hotel's demise was perhaps related to its proximity to the lake and the presence of other guest venues at the lake.

In the first large cove (Berry cove) about a mile north of the end of the new road, Nicolas Frank Curran of Bangor built one of the earliest sporting camps on Schoodic Lake

1991.

Sawtell, William R. *A History of Lake View Maine*. Milo, ME: Milo Printing Company, 1985.

³⁶ More about Lanphears appears in the following section, "Schoodic siding and upper Schoodic Lake."

³⁷ After the Lanphear family sold about 1964 the succession of owners included the Kenny Knowles family (1964-1969) and the John and Nancy Rosebush family (1969-2008). About 1986 the Paulauskas family of Bucksport purchased the old Zachariah Knights home and opened Beech Ridge Camps and Guide Service, a four season sporting camp. The complex included the original house, three new cabins and the old Gould cabin.

in winter 1883. His structure accommodated 12 patrons who took the B&A train from Bangor to Milo, where he met them with a horse team. The railroad fare was one dollar and fifty cents, the wagon ride seventy-five cents and a day at the camp, one-dollar. He provided boats and canoes and hoped to develop a summer resort.³⁸ Frank, who had given up the camp by 1900 when he was guiding in Eden (near Bar Harbor), died in 1901 as a Bar Harbor innkeeper. What became of his operation at Berry Cove is unknown.

Joining Jordan's and Curran's efforts in serving area visitors in 1883, and perhaps seeing opportunity offered by the new road from Milo to Schoodic Lake, was Charles Howe who began offering excursion rides on his steamboat *Tilly*. Howe may have already been operating his boat on the lake in support of loggers by moving supplies from the loggers' landing (Knights') to the logging camps on the lake and by towing the booms of logs that river drivers drove from the lake. In September 1883, Captain H. Roberts brought a group from the Bar Harbor area to the lake for a lake cruise.³⁹ A morning train from Bangor to Milo and a late in the day return trip made daily excursions possible.

Two years later in May, Zebulon Stanchfield, who grew up in Milo on his family's farm, began running his steamboat, *Patrol*, on the lake and he also had a large barge.⁴⁰ In the spring, he towed logs for lumbermen and, at other times, supplies and horses and oxen

³⁸ *Bangor Daily Whig and Courier*, February 10 & 20, 1883. Curran grew up in Orrington, married his wife Mary in 1872, had one child that died, and either ran or was employed by an establishment selling provisions in Bangor. Mary, his wife, perhaps did not work at the sporting camp as she was a librarian at the public library and continued to serve as such until 1917 when she died.

³⁹ Bar Harbor, *Mount Desert Herald*, September 13, 1883.

⁴⁰ *Bangor Daily Whig and Couriers* of: October 14, 1884, May 21, 1885, October 17, 1885, and January 19, 1886.

for the lake's logging camps. With little to no logging in the summer and fall, he too offered pleasure trips.⁴¹

The demand for the steamers began to increase in 1888-1889 when the east-west running CPR became another means for wood product companies and sports to reach Schoodic Lake. The Merrick Thread Company, anticipating the CPR touching the southwest corner of Schoodic Lake, opened a spool mill at the end of the road from Milo in 1888. Lake View became the name of the company town that sprung up around the mill.⁴²

Merrick Company immediately built a large establishment, Lake View House, near the mill. The house, primarily a boarding house, had rooms and a dining room for the employees and a separate section that included rooms and a dining room for transients, sports and visitors to the mill. By the time the mill closed in 1926, the company had enlarged the original structure at least three times and those changes resulted in a capacity of 120 regular boarders. In 1932, six years after the mill's closing, the company removed one wing of the structure and a chimney fire in 1947 destroyed the third floor. A small portion of the old hotel still stands.

⁴¹ By 1870, he had married his wife Lovina and they had a farm near the lake in Milo Township, where they lived until he died in November 1921.

⁴² See note 35 for Lake View histories. Also, in the summer of 1894 Stoddard's Cottage was open at Schoodic Lake, but the *Bangor Daily Whig & Courier* of July 25, 1894 offered no further information. Similarly on November 30, 1897 the same paper noted the Schoodic House was still open, but provided no information.

During the first 20 years of the house's operation, its management changed frequently. Hosea Staples, the first manager, was from Bradford and had been a dry goods merchant in Orneville. After Staples left in 1896 to return to farming in Bangor, the hotel's management went through a succession of six managers, W. Young, Joseph Farrar, Fred Gould, O.P. Gerry, E.M. Chase, O.P. Gerry, before Ashton W. and Ella Hamlin took over in 1909. Frank W. Hamlin, the local mill superintendent, asked the Hamlins, relatives of his living in Brownville, to manage the operation.⁴³ Ella ran the dining rooms and they were both involved with the operation through the closing of the mill in 1926 and probably in some manner until c.1934.

In 1891, Merrick commenced a second mill operation farther up the lake at Five Islands (Rand Cove) and built accompanying lodging. The house, Five Islands House, hosted tourists in the summers and falls, when the mill temporarily shut down. In support of this operation, Merrick launched its own steamer, *Rosalie*, to transport men and supplies to the new mill and cutting camps around the lake. It also towed booms and barges loaded with the hardwood bolts to the Lake View mill. Given that the company generally curtailed its woods' operations during the summer and fall, the boat also served tourists.

With the help of advertising by the B&A and the two houses, Schoodic Lake became a destination for people who at first were primarily from the Bangor vicinity. By 1895, business was substantial enough for the B&A to run trains that connected with the CPR trains that stopped at Lake View station. Excursions were particularly popular in the

⁴³ The Hamlins had prior experience in managing the dining hall at Five Islands House on Schoodic Lake.

spring, when the boats pulled booms and river drivers were driving logs from the lake. The other popular time was the fall foliage season. Some trains had bands playing and most trips included a lakeside meal. In July 1897, 700 people boarded a special train in Bangor for Schoodic Lake. Two months later the Universalists Church of Bangor hired a special train for an excursion to the lake. Smaller groups came from Bangor for weekend stays at the houses.⁴⁴

Five Island House, which had a view of Mount Katahdin, was a large operation and had a substantial number of guests through 1905. The structure had rooms for 50 guests, who arrived on the new 43-foot stream boat *Rosalie* from Lake View; it ran daily. William L. Hodgkins, who previously worked at Lake View House, took over the management in November 1893, and was still there in 1896. He also managed a sporting camp at Cedar Lake and it may have been a branch camp of the Five Island House.⁴⁵ Beginning c.1899, Nelson W. McNaughton of Milo managed the house before moving to his own sporting camp at the north end of the lake c.1902.⁴⁶ Alfred E. Hobbs, a Milo native, guide, and farmer, his wife Clara A Snow, a Milo dressmaker, and their young son,

⁴⁴ *Bangor Daily Whig and Courier* July 16, 1897 and September 6, 1897. The company ran a steamboat on the lake until they closed operations in 1926. The last steamboat of the ATCo era was the *Ellsie* that Cliff Foss bought in 1927 and moved to Sebec Lake. He sold it to St. Regis Paper Company in 1946 and the company used it to tow logs until it caught fire and sank.)

⁴⁵ *The Maine Sportsman*, Vol. 1 no. 4 (December 1893), Vol. 2 no.14 (October 1894), Vol. 2 no. 19 (March 1895), and Vol. 3 no. 30 (February 1896): 17.

⁴⁶ McNaughton, who was born, raised and lived in Milo, listed himself as a guide on the 1900 census, and previously managed the Hammer Island House on nearby Seboeis Lake.

took over at Five Islands House by 1905. How long they managed the establishment is unknown.⁴⁷

Beginning in 1906, the Five Island House scheduled uses apparently changed. It seems that the house opened to fishermen until the good fishing ended in mid-June, closed for the summer season, and reopened for fishermen and hunters after September 10. The mill typically did not operate during the summer and fall, when many on the workforce farmed and hauling logs was impossible because of no snow to smooth out the haul roads.⁴⁸ This schedule suggests that sports and tourists were only in sufficient numbers during fishing and hunting season.

In 1921, the thread company closed its Five Islands mill and no longer needed the Five Island House for boarders, but the house apparently remained open to sports and tourists for a few years. However, in 1925 the owner was not sure he could get the place fixed sufficiently to open for the season.⁴⁹ Whether or not this signified the final closing of the establishment is unknown.

Apparently associated with Five Islands House were two large log structures on the largest island of those in the Five Islands area. Perhaps these were Five Island Camps. They had been used by sports in the mid to late 1890s and early 1900s, but had been empty for a few seasons prior to Alfred E. Hobbs, who had guided for Five Island Camps, taking

⁴⁷ Clara died in 1910 and Alfred died in 1917 at 53 years of age.

⁴⁸ Hauling as it pertains to logging refers to moving logs and toting refers to moving supplies.

⁴⁹ Dodge, Frederick H., Rutgers Faculty Biographical File, Rutgers University Libraries Special Collections and University Archives.

them over in 1905, about the time he obtained the Five Islands House. He made numerous improvements in the two log buildings. At some point in the next ten years, Frederick H. Dodge bought the sporting camp. His advertisement informed readers that they could arrive by the B&A at Schoodic siding or the CPR at Lake View and a guide in a canoe would meet the party. He encouraged women as guests.

Dodge's connection to this area spanned many years. In 1906, Dodge was fishing in July or August with a group of men at an unnamed nearby sporting camp, and running a summer camp for boys in the Five Islands area.⁵⁰ Whether he used the Five Islands House or Five Island Camps or something else for his boy's camp is unknown. From 1905 through at least 1917, Dodge and his wife Agnes L.H. Dodge, both born and raised in Maine, but now living in New Brunswick, New Jersey, ran their boys' camp.⁵¹ One source indicated the boys' camp was on Dodge Island, which was perhaps named for the family. In 1905, the boy's camp name was Shawsheen Camp – A Forest Home for Boys, and C.E. Adams of Bangor was listed as a co-director. Over the years Dodge used a number of other names including: Wee Lah Walle Camp – A Forest Home for Boys, Camp Wa-Kam-Ba for Boys, and Five Islands Camp for Boys.

At some point, their camp also began to serve girls. Beginning about 1921, the Dodges apparently hired Marie N. Partridge to direct the boy's camp, Five Islands Camp,

⁵⁰ *The Maine Sportsman*, Vol. 13 no. 157 (September 1906).

⁵¹ Agnes' father was a Bangor lumberman and Fredrick's was a professional photographer. From 1898 to 1919 Fredrick worked at Rutgers University where he was director of the Ballentine Gymnasium, coached track and gymnastics, and was professor of physical training.

and to open Camp Nawakwa girls' summer camp that she ran through 1932 at Five Islands.⁵² When the boy's camp closed is unknown, as is how the camp for the boys and girls was organized in terms of dates and facilities used. The Dodges continued their presence at the camp, but Agnes died suddenly and unexpectedly in October 1925 at Five Island Camps. Apparently Fred continued to summer at the camp, until he died in February 1932 at 72 years of age. What became of the Five Island Camps after Fred's death is unknown.

Activity on Schoodic Lake, particularly at its southern end, changed dramatically on August 26, 1925 when ATCo, with whom Merrick merged in 1898, closed the Lake View mill and relocated to Milo. The company retained Lake View House and Ralph York was the ATCo manager until 1928, when he left to operate Chairback Mountain Camps on Long Pond near KIW. Ashton and Ella Hamlin, who had continued working in some lesser capacity at the hotel, began managing it once again until Vivian Gallupe took the job about 1930.

Vivian Gallupe, whose father William Barchard worked at the Merrick mill, grew up in Lake View and remained connected to the community into the 1980s. In 1908, she worked as a domestic, perhaps at the hotel, married a Lake View man, Murray D. Gallupe, and soon moved to Bangor where Murray was a successful electrician. About 1930 or 1931, Vivian and her family were back in Lake View apparently spending only the summers, given the family's permanent address remained Bangor. Under her management,

⁵² Marie was a single woman who lived in Brooklyn, New York with her married sister and was a physical training teacher in the New York City public school system for over 28 years. Her introduction to Dodge was perhaps through their professional involvement in teaching.

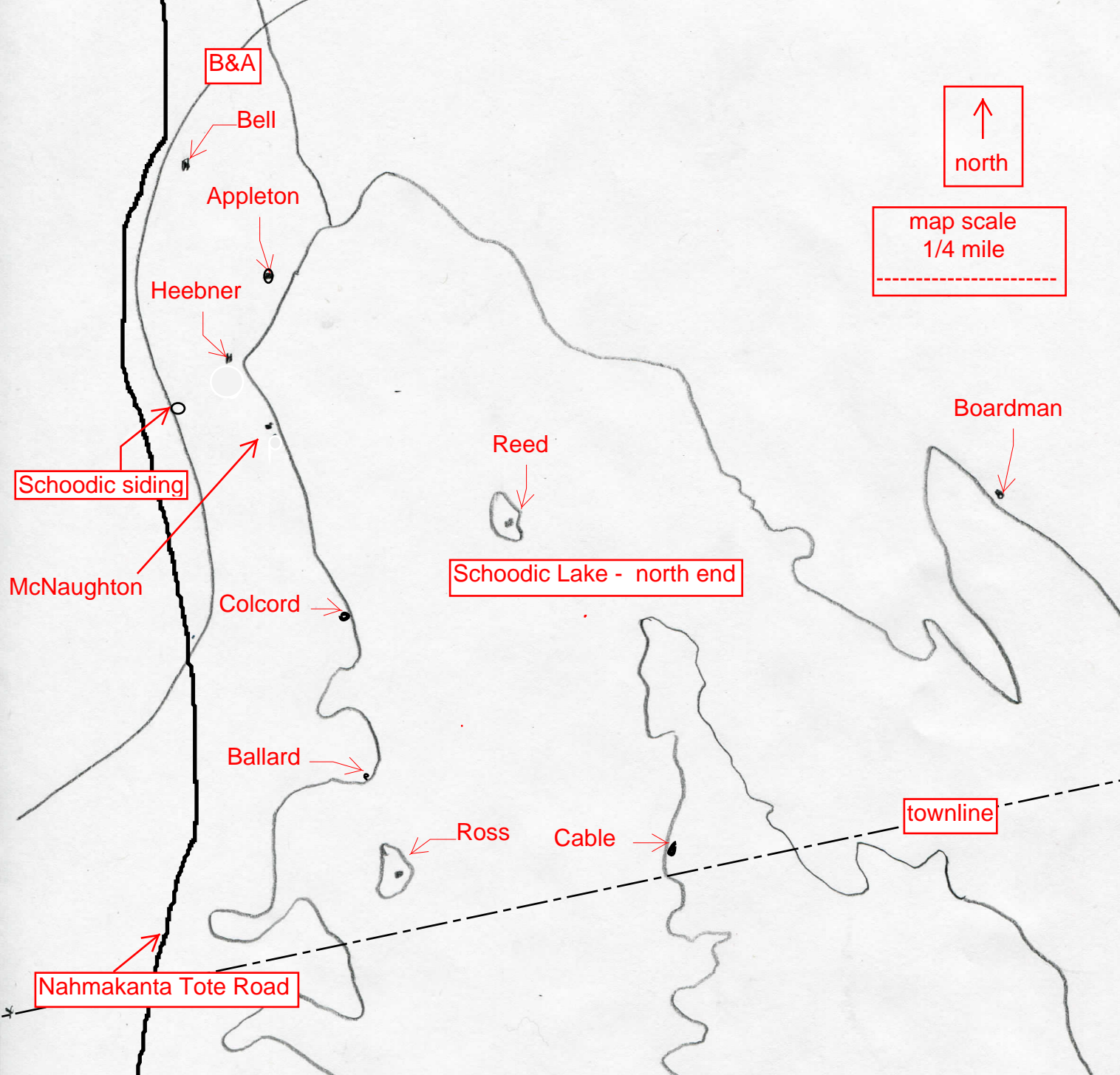
she closed the hotel after hunting season and returned to Bangor. To what degree Murray was involved in the operation is unknown. In 1945, the Gallupes leased the old hotel and converted it into Lake View Lodge, which Vivian and her son Clifford continued to run after Murray died in 1973. By 1989, the owner was interested in selling the property, but Vivian and Clifford opted out and the owner sold the contents of Lake View Lodge. The interest in summer vacations had largely changed from hotels to personal private camps and such was the situation around the southern end of the lake.

Schoodic siding and Upper Schoodic Lake

At the north end of Schoodic Lake and beyond, sporting camp development did not commence until 1893, when the B&A extended its line from Brownville north to Aroostook County. The train, which was foremost for wood and farm products, provided daily passenger service to each of the sidings north of Brownville: Schoodic siding (1893), Packards siding (1907), West Seboois siding (1893), and Long A siding (1893). These were the stops guides and sports used to journey into various easterly sections of the Piscataquis watershed. The passenger rail service ended with the last run on September 4, 1961.⁵³

For a decade or more prior to the railroad's and sporting camps' construction at the upper end of Schoodic Lake, the location was already a cross roads. The Nahmakanta Tote Road touched this corner of the lake. Some teamsters hauled up the lake on the ice

⁵³ Angier, Jerry and Cleaves, Herb. *Bangor & Aroostook: The Maine Railroad*. Littleton, MA: Flying Yankee Enterprises, 1986, p134.



B&A

Bell

Appleton

Heebner

Reed

Boardman

Schoodic siding

Schoodic Lake - north end

Colcord

Ballard

Ross

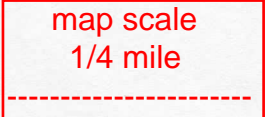
Cable

townline

Nahmakanta Tote Road



map scale
1/4 mile



McNaughton

from Lake View to get on the tote road, and the first steamboats carried supplies the length of the lake to teamsters waiting at the head of the lake.⁵⁴ Sports and their guides, headed both north and south, often paddled the length of the lake, an alternative to the rough tote road ride to and from Milo. Sports hunted in the area, often staying at area logging camps or the Philbrook shanty on the Nahmakanta Tote Road. Successful deer hunts became noteworthy enough for an article to appear in the December 15, 1892 issue of *Forest and Stream Magazine*.

The first residents of the community that developed at Schoodic siding were the B&A section crew and their families. The stationmaster lived in the station and the others rented the homes that the B&A built and owned near the station. The siding served those loggers cutting soft wood on Schoodic Lake and was the supply depot for others using the Nahmakanta Tote Road to reach the Upper Ebeemee Lake area. The tiny community never grew to more than a few loggers' family homes, the railroad section crew, some seasonal private camp owners, and a few sporting camp owners on the nearby lakeshore. The sporting and private camps were all built on leased land of the Stetson family of Bangor; they purchased three quarters of Township 4 Range 9 North of Waldo Patent (T4R9 NWP) about 1892 from the Appleton family of Bangor.⁵⁵ The siding was a departure point used by some guides hired to ferry sports to sporting camps that opened on Seboeis and Endless

⁵⁵ The lease information for the commercial and private camps accessed from Schoodic siding is found in the Stetson, Family Papers, E. & I.K. Stetson correspondence (permits and leases; subseries #5, box #14) Fogler Library University of Maine, unless otherwise noted.

lakes c.1895, and by proprietors with land routes to sporting camps at East Ebeemee Pond, Upper Ebeemee Lake, and Philbrook farm.

One early sportsman was Edwin B. Reed, a doctor in Asbury Park, New Jersey. He hunted in the area in 1894 and dreamed about having a camp.⁵⁶ Where he stayed near Schoodic siding is unknown, but two years later his family, the Albert C. Twining (President of Monmouth Trust Company) family and Howard D. Leroy (publisher) family, all from Asbury Park, joined together to build a seven-room cottage (20x24 two story) and separate cookhouse (14x18) on a good size island a third of a mile east southeast of the siding. They typically entertained 12 to 22 people at a time, but eventually the Reeds bought out the other families. Beginning in 1904, the Reeds spent summers and falls at the camp on account of Edwin's health. He died in 1920, but Mrs. Reed came to the camp for the next three years with the hope of selling it. Dr. Ross B. and Maude W. English of Asbury Park formally took over the lease in June 1925 and it remains in the family. At some point the island became known as Dean Island.

The first sporting camp near the siding opened in 1895 with Ben Ballard as proprietor of Ballard's Camps, also known as Schoodic Lodge, which was about a third of a mile due south of the Schoodic Station on the prominent square shaped point immediately above the town line.⁵⁷ The sporting camp may have also been part of

⁵⁶ *The Maine Sportsman*, Vol. 5 no. 49 (September 1897): 21.

⁵⁷ The location of this camp is based on a note on the Nelson McNaughton 1915 lease in the Stetson family papers. The Howland Outing Club journal also references the camp (see footnote 110). Information about the camp appears in *The Maine Sportsman* Vol.3 no. 27 (November 1895) and *Bangor Daily Whig and Courier*, October 27, 1896.

Ballard's cedar posts winter logging operations in 1894, 1895, and 1896.⁵⁸ Ben and his wife Elsie moved to the site from Old Town where he worked with lumber. He also served as postmaster at the siding from December 1896 to October 29, 1898.⁵⁹

In August 1896, J. P. Chadwick of Brewer purchased a percentage interest in Ballard's camp and was part of the operation for the next two years. He lived there to see to the guests, who included fishermen and fall hunters.⁶⁰ By September 1897, some sports referred to the sporting camp as Chadwick and Weeks'. Weeks was perhaps Edward B. Weeks, Ballard's friend and perhaps a guide at the camp, who also lived in Old Town, and was a long time timber scaler and lumber surveyor.⁶¹ Then, in 1898, Matthews and Fuller advertised Schoodic Lodge at Schoodic siding.⁶² Ballard and his wife relocated to the Boston, Massachusetts's area, where he worked as a telephone pole inspector. What became of the Matthews and Fuller operation is unknown. It appears the sporting camp fell into disuse either during or soon after their ownership.

⁵⁸ The Stetson Day Book (p. 5) of the Stetson family papers suggests this conclusion.

⁵⁹ Information of this nature is available through Ancestry.com.

⁶⁰ Chadwick was perhaps John P. Chadwick who operated the successful Upper Dam House for the Union Water and Power Company on Upper Richardson Lake in western Maine, and owned a farm and businesses in Holden and Brewer at the time. Given his financial position it would seem that he would have invested in a substantial structure or was looking for a place he could develop or was helping a friend.

⁶¹ *The Maine Sportsman*, Vol. 5 no. 49 (September 1897): 23.

⁶² One primary source for camp and proprietor names is the yearly Bangor and Aroostook publication beginning in 1895 and starting in 1900 consistently named *In the Maine Woods*.

Not too far north of the siding and on the lake shore in 1897, Frederick H. Appleton, who was a prominent person within the Bangor legal profession by the mid-1890s, had a big two story hip-roof private cottage.⁶³ Based on the social notes in *The Bangor Daily Whig and Courier* his wife Alice and their son John used the camp regularly in 1897 and 1898, and in late December 1899, John entertained a group of Bowdoin College students at the camp.⁶⁴ Some area folks knew the place as Appleton Cottage, and in later years as Lakeside Camps.

Nelson (“Nelse”) W. and Emma McNaughton became the Appletons’ neighbor in 1901, when they opened McNaughton’s Sporting Camps and operated them for the next fourteen years. Their lot was south of the Appleton’s, but did not abut it. Visitors described their single structure as a large two-story log camp handy to the railroad station. The McNaughtons also had a branch camp on East Ebeemee Pond by 1906. Their other branch camp for a time was on Cedar Lake and may have been the old Hodgkins sporting camp that operated c.1895, and was perhaps a branch camp of Five Islands House that the McNaughton’s had previously managed.⁶⁵

⁶³ The Appletons enjoyed excursions in the north Maine woods and Alice accompanied Frederick on her first trip in 1893.⁶³ A year later they spend a month tenting with two guides as they traveled from Greenville north to Chamberlain Lake and returned to Bangor via the East Branch of the Penobscot River. She caught all the fish they needed and he provided the game.

⁶⁴ *Bangor Daily Whig and Courier*, December 27, 1899, p. 2.

⁶⁵ This camp is marked on the “Map of Penobscot County,” South Paris, ME: J.H. Stuart Co., 1895.

Three other non-commercial leaseholders joined the Appletons and McNaughtons between 1901 and 1909. L.R. Colcord built and used a small camp on the point south of the McNaughton lease after 1901. “L.R.” was apparently Lincoln Ross Colcord of Searsport.⁶⁶ When he was not taking classes at the University of Maine he worked as a surveyor for the Bangor and Aroostook Railroad, which completed its Searsport connection in 1905 and, two years later, the Medford Cutoff, which terminated at Packard’s siding, the next siding north of Schoodic siding. Like the others nearby, he obtained his lease from Edward Stetson, a member of the Stetson family and one of the officers of the Bangor and Aroostook Railroad. About 1910 Colcord moved to Brooklyn, New York, where his aunt and cousin lived, and began a successful writing career. In 1904 W.J. Heebner of Millinocket took a noncommercial lease on the lot that abutted the south edge of the Appleton lot and the north edge of the McNaughton lot. Its boundary line paralleling the lake was the east side of the railroad right-of-way. “W.J.” may have been

⁶⁶ He attended the University of Maine sporadically between 1900 and 1906 and studied civil engineering. By 1917 he and his wife moved to Washington, DC where he wrote for the newspapers. In 1919, he was back in New York City as an associate editor of *The Nation*. He quickly became a well-known writer with many books reviewed in *The New York Times Review of Books*. In 1924 he moved for a writing opportunity to Minnesota and returned to Searsport in 1930, where he resided until he died in 1947. He was a prominent maritime historian, one of the founders of *The American Neptune*, the maritime history magazine published by the Peabody Museum of Salem and Essex Institute, and was also a founder of Penobscot Marine Museum in Searsport. He wrote the University of Maine’s “The Stein Song.” More details are available: Mortland, Donald F. “Lincoln Colcord: At Sea and at Home.” *Colby Quarterly* vol.19 issue 3 article 3 September 1983. (found on Colby College library’s digital commons)

William James Heebner, a Millinocket druggist of considerable financial means.⁶⁷ The third leaseholder was the Milan and Nellie Ross family, and they employed the man⁶⁸ who built the Appleton and Reed structures to construct a cabin on the west most island just north of the town line and south of Colcord. Ross was also from Asbury Park, New Jersey where he was in the real estate business. When Ross first built is unknown, but it may have been c.1906 as he had a lease in 1911 that was extended in five-year increments until 1935, when the lease was transferred to his estate and then to his sons Rodney W. and Milan Jr. in 1942.⁶⁹ The island became known as Ross Island.

The McNaughtons, seeking to enlarge their operation, made four additional purchases before 1911. They bought the Appleton, Colcord, and Heebner leases and their 1912 commercial lease included them and the caveat that they would keep the road from the station to the lake open as a public right-of-way. In 1915, the McNaughtons made their last addition to the lease; a strip of land two rods wide extending south from the old Colcord camp to a post in the cove northeast of the old Ballard camp-site and on to the

⁶⁷ Both he and his wife Laura had grown up in Lee, Massachusetts. She moved to Rumford Point to teach school before they were married. They raised four children in Millinocket, but by 1920 were living in Lee, MA where William served as a druggist.

⁶⁸ Andrew Whitney built the unique style Appleton log structure as well as the island cabins of Reed and Ross.⁶⁸ Whitney grew up in Milo, married and moved (c.1900) to Lake View where he was a boatman. During ice season, Andrew evidently worked with his brother Will A. Whitney a boat maker. Andrew became recognized for his canoe building. However, he gave that up about 1910 and focused on carpentry.

⁶⁹ Eventually the sons sold to Gene Smith of Brownville Junction. Michael Hueston of Waban, Massachusetts and his brother, Robert Hueston of Ottsville, Pennsylvania bought the camp from Smith. The original camp burned Memorial Day weekend 1980, but Peter Robson, a member of the English family on Dean Island, rebuilt for the Huestons. Only the bunkhouse (c.1906) and outhouse survived the fire.

T4R9 NWP south town line. At some point during this time period, some writers referred to the sporting camp as both McNaughton's and Lakeside Camps.

The McNaughtons took full advantage of the public right of way through their camp yard. At some point during their ownership, Nelse built a stick lumber boardwalk down the right-of-way from the station to the lake shore, where the lake ferry picked up and dropped off passengers. Their large two-story cabin that was on the south side of the boardwalk served as a fun waiting area and it became a gathering place for folks from around the lake and was often used as a dance hall.⁷⁰

Over time, the McNaughtons added more camp structures to their operation. One camp on the property in 1912 was Camp Kenfield, perhaps built by McNaughton on his original lease for Hiram J. Kenfield, a publisher in Brooklyn, NY.⁷¹ Kenfield was at Schoodic Lake in June 1905 and mentioned the McNaughtons as landlords near the station.⁷² The McNaughtons also built a number of sleeping cabins over the years. Camp Dodge was probably named for Charles W. Dodge, a guide and brother of Emma McNaughton. Camp Fordyce and Camp Doris were also built at an early time.

The McNaughtons, who lived in the off-season in Milo and whose only child died, ran the camp together until they sold it. Nelse was also the Schoodic siding postmaster

⁷⁰ McNaughton, Nelson W. "Lake Side Camps, Schoodic, Maine." c.1910. (promotional brochure; privately held)

⁷¹ This could have been a cabin on the Colcord or Heebner or Appleton lease.

⁷² By 1910, Kenfield, his wife Cathrin and son Foster had moved to Chicago where he and his son continued in the publishing business.

from February 6, 1901 until October 23, 1914. Beginning in at least May 1910, they had a boarder named Robert H. Cable, who worked at the camp. He was working for the camp in November 1913 when a guest, his brother Cornelius (Neal), accidentally shot Charles W. Dodge. Charles resided with his wife and two children in Guilford where he worked in the woolen mill. Nearly a year later in October 1914, Cable took over McNaughton's postmaster job.⁷³

In 1915, Robert Cable began managing the operation and ran it until he died. He purchased the lease from the McNaughtons with a loan from them and either he or his stepfather it paid off in 1918.⁷⁴ During their first years in the off-season, Robert and his wife Eleanor resided in New York City where he worked as an engineering assistant for his stepfather. Robert stopped serving as postmaster on March 21, 1916 and ran the camp through the 1918 season. He died February 1919 in New York City.⁷⁵

After Nelse's and Robert's death and before 1924, a number of people seemed to be involved in the sporting camp's operations. After Robert's death, Emma probably continued to run the sporting camp with the help of Neal Cable. Harry Lanphear, a guest

⁷³ Nelse may have become ill for he died in 1919 at 60 years of age.

⁷⁴ Cable, who was born and raised in Kentucky, married Eleanor Mason of Bangor in September 1912. The marriage certificate listed his address as that of his divorced and remarried mother in Brooklyn, New York. James H. Fuertes, the well-known civil engineer of New York City waterworks, was his stepfather.

⁷⁵ How Robert got from Brooklyn to the McNaughtons sometime before 1910 is unknown, but about that time a number of people in the Schoodic Lake area had a Brooklyn connection. Hiram Kenfield, a Brooklyn man, hunted near Schoodic siding in 1906. Members of L.R. Colcord's family lived in Brooklyn and he moved there perhaps a short time before Robert came north. As a civil engineer, Colcord may have worked some for Robert's stepfather to help supplement his beginning writing career and met Robert who worked the off-season for his father. Robert could have attended one of the yearly New York City Sportsman shows.

in 1920, was interested in running the sporting camp and convinced his brother to join the effort. Their attempt to run it became complicated and they soon gave it up, but retained the right to Camp Kenfield for their own private use. Neal Cable was interested in the sporting camp, sorted out the validity of the past sale to his brother, and accepted the transfer of the McNaughton lease in July 1924. When he renewed his lease in 1929 for another five years, it still included all the land included in the McNaughton 1915 lease except the strip of land two rods wide that extended south from the old Colcord camp to the T4R9 NWP south town line.

Surviving the depression years for most sporting camp owners took ingenuity. To help, Cable also worked for the railroad c.1930. When loggers cut in close by during the winter months, he provided their meals at his camp.⁷⁶ Starting in 1932, Cable began to issue his own leases for structures that were within the boundary lines of his lease. He apparently did this without either the knowledge or approval of the Stetson family, the property owners. On March 26, 1932, Caroline Hackett of Auburn bought Camp Fordyce, which was the second structure north of the Colcord cabin. At an unknown date prior to July 20, 1936, the McKeen family bought a lease for Camp Dodge and the bathhouse, both of which were between the Colcord and Hackett camps. A month later on August 17, Caroline bought a lease for Camp Doris, which was at about the midpoint of the property

⁷⁶ Unless otherwise noted much of the detailed post 1930 information about the people owning the commercial and private camps in the vicinity of Schoodic siding comes from conversations with Mary and Philip Gallagher and R. Michael White, and the writing of Gladys Swan: Swan, Gladys. "Sporting Camps Still Exist in Schoodic Cove." *Northwoods Sporting Journal*, December 2011 (p.75).

on the lakeshore. Miss Hackett and Mrs. McKeen were of the same family and they all grew up together on farms in Crystal.⁷⁷

Neal Cable surrendered his lease July 20, 1936, but continued to reside in the area, Brownville, and worked as a guide. About 1937 he took over a cabin on the lake between the narrows and the large cove south of Schoodic Station, 200 yards north of the south town line and 75 feet away from the shore. An unknown person built the 10 by 12 foot cabin a year earlier. The Stetsons issued a non-commercial lease in 1943 and Cabled renewed it yearly until he canceled the lease in February 1954 and no one apparently picked it up.⁷⁸

When Cable gave up his lease in 1936, the Stetsons became aware of the purchases of Hackett and McKeen and amicably resolved the matter. They worked with Hackett and McKeen and Andrews and Crandlemire, the purchasers of Cable's sporting camp and lease, and by December 1939 had reset the boundary lines for a lot surrounding the Hackett and McKeen structures and issued a non-commercial lease. Their lease lot of 2.5 acres extended from the lake to the railroad right-of-way and was on the southern end of the Cable lease lot. The Andrews and Crandlemire lot (17 acres) was the remaining

⁷⁷ Caroline's sister Luvey married James O. McKeen; Caroline moved with her parents to their subsequent farm in Readfield, and always had a job independent of her family's farm. In Auburn she was the matron at a home for aged women. Luvey, her husband James O. McKeen and their two children lived in Milo for a while, but by 1934 James' employer, the railroad, transferred him to Fort Kent, where they resided until he ceased working for the railroad and they moved back to Milo.

⁷⁸ A note on the lease indicated the William and Kate Gourley had an opportunity to pick up the lease, but apparently they did not.

northern portion of the Cable's lease lot. Since neither of these two lots included the old Colcord camp, it probably disintegrated over time.

Frank A. Andrews and Bessie Crandlemire, who were both from Millinocket, continued the sporting camp operation for the next four years (1936-1940). Both individuals worked for the B&A, but whether or not they gave up those jobs is unknown. Frank and his wife Ethel (of Patten) moved to the sporting camp, where they lived year round. Bessie, who was the same age as Ethel, moved to Millinocket as a youngster with her parents, and stayed in the community, worked and did not marry. At the camp, Ethel cooked and Bessie took care of the housekeeping. The Andrews bought out Bessie at some point. Those who knew Frank described him as lazy and he did little to maintain the buildings.⁷⁹

The last lease adjustment, necessitated by Cable's unauthorized sales, came in February 1940, when Hackett and McKeen passed their 2.5-acre lot lease and rights to Camp Doris to Ralph S. Perkins, a railroad mail clerk who had previously been stationed in Waterville and was now in Brewer. As part of the new lease agreement, McKeen was to demolish Camp Doris and clear the lot to the satisfaction of Frank Andrews. The implication of this agreement being that Hackett and McKeen had retained the rights to Camp Doris, but it remained outside their 2.5-acre lot.

With the Camp Doris matter settled, the Andrews decided to put their sporting camp and lease up for sale, and they ended up selling to a couple who rejuvenated and

⁷⁹ After selling the sporting camp in 1940 the Andrews apparently returned to Patten where they were both buried.

managed them for the next thirty years. Somehow William (Bill) and Kate Gourley heard of the Andrews' intention and made the purchase August 9, 1940 for \$3,800. They paid two thirds in cash and the Andrews personally financed the rest. The sales inventory included one large camp with six rooms (Appleton structure), and a shed, and five sleeping cabins. For Bill this was a wish come true. A year earlier he was guiding a sport on Seboeis Lake and they came through to Schoodic Lake. He loved the lake and that one happenstance visit was what caused him to want to run a sporting camp on the lake. At the time, he was married and working as a guide at Packard's Camps at the west end of Sebec Lake. He met his wife Kate Stowe at Packard's when she came for a summer table-waiting job. She was on her summer vacation from Simmons College in Boston and was apparently as adventurous as her husband. During the winter, she often accompanied Bill on his trap lines and typically skinned his beaver.

During their first six years of ownership, the Gourley's bought three private cabin leases and added them to their commercial lease. At the time of purchase, they also bought Camp Kendrick from the Lanphears. In May 1946, Ralph Perkins sold them the lease for his abutting 2.5 acres with camps Dodge and Fordyce. The Gourleys also bought the lease on a branch camp on the east shore of Schoodic Lake about one and a half miles southeast of Schoodic siding. They named it Cove Camp and it was their one camp where they

allowed dogs. James A. Boardman, a 58-year-old merchant of Bangor, built the camp in 1906.⁸⁰

The Gourley's made the sporting camp their year round home. At the end of the 1942 season, they closed the sporting camp, Schoodic Cove Camps, on account of the war, but reopened in 1945 and operated them through 1970. In summers they lived in the large Appleton Camp and in the winter a much smaller nearby cabin, Winter Camp, which may have been the old guide's camp. Their daughters, Ellen and Mary, grew up at the sporting camp. When school was in session and Kate and Bill were at the sporting camp, their daughters boarded in town.

Running the camp was largely a family affair. Kate took care of the reservations, ordering and organizational matters, cooking, cleaning, and washing. She hired one handy man and two girls to help. Prior to stepping into the camp's kitchen, she had not cooked, but, undaunted, she opened the cookbook and was an instant success. Her camp supplies came by train to the Schoodic siding. Bill, who liked to work alone, did not hire help. The barn was a few hundred feet up the hill behind the camp, but still on the east side of the railroad tracks. He took care of the pig, chickens and cow, cut wood and ice, helped tend the garden, guided, kept buildings and boats repaired, regularly walked the 3.5-mile phone line to remove fallen tree limbs that shorted it out, and picked up guests. About 1950, he replaced the ice refrigeration in each camp with gas refrigerators and then switched to wrestling 100-pound gas cylinders around the sporting camp's grounds. About 1967 he

⁸⁰ Miss Maud F. Aymer of Milo was the next owner and she sold to Edward J. Wingler also of Milo. In 1936, Lawrence A. McDonald, who owned a car garage in Milo, took over the lease that he transferred to George W. Bears of Millinocket in 1943. Roger Moore owns the camp in 2016.

began siphoning water from a spring near the railroad tracks to provide the Appleton Camp and laundry building with running water; the privies remained and are still in use in 2017. The Gourleys consciously kept the sporting camp rustic with no electricity.⁸¹ In terms of winter travel, Bill preferred snowshoes to the snow machine.

Transportation to and from the sporting camp changed over time. Up until 1947, Bill took their boat down the lake to Knights' Landing to meet their guests. For the next two years, he met them at Lakeview farther down the lake. In 1949, a road reached the west side of the railroad tracks where they had a parking lot and a phone nailed to a tree. Guests parked, phoned the camp, and Bill drove the truck out the quarter mile to pick them up. He used a wheelbarrow to move baggage and supplies to each individual camp. When any of the family members or the hired help had a free evening or day off, they walked to the siding to catch the train. If it was at night, then they lit a lamp, the signal to the train to stop. On their return the engineer received word one stop prior to their departure point. The women observed some quizzical stares, as they either climbed aboard or got off in what many viewed as the middle of nowhere.

During the Gourleys' ownership, they made numerous improvements. The structures that came with the sale were in poor condition and Bill performed the needed maintenance. The original large two-story McNaughton camp had burned at some unknown time and no one ever rebuilt it. They added three more sleeping cabins, and over time renovated each sleeping cabin to include kitchen facilities. On the site where the

⁸¹ The land purchase agreement as held by the current owners specifies that they cannot run electric lines through the paper company property.

original Camp Doris had been, Gourley placed a camp he disassembled at Five Islands, hauled up the lake, and reassembled, and named it Camp Doris. Another camp, now known as Green Camp, was a house he moved to the lake shore from the railroad siding. Given that there was some distance between the sleeping cabins along the shore and that a stream and swampy area dissected the compound, someone built a bridge over the stream and swamp. If the Gourley's did not build it, then they certainly kept it in good repair for it did not need to be replaced until 2016. By the time they sold, they had 11 sleeping cabins and a couple boats on Seboeis Lake for fishing.

The Gourleys were the last to run a sporting camp at this site. In 1971, when they were ready to retire, Richard B. Smith purchased the sporting camp on behalf of those who subscribed the money for the individual cabins. In 2009, the camp owners purchased the land they leased from Bayroot LLC and, in 2015, they formed the Schoodic Cove Condominium Association, in which each camp owner held ownership of the land under the camp and an equal and undivided share of the remaining land parcel.⁸²

The Gourley's neighbors in 1940 were two private camp leaseholders. Roland Tweedie of Schoodic had a lease for a lot above the north end of Schoodic siding on the east side of the railroad's right-of-way. Lewis and Annie Bell, who both emigrated from Canada and perhaps built the structure, were living on the lot by 1907 and Lewis was guiding and cutting wood. In 1923, he transferred the non-commercial lease to Annie. Twelve years later in June 1935, at 77 years of age, she gave up the lease to Tweedie, who

⁸² Four of the current owners were Gourley customers.

sold it to Samuel A. Cole III and he transferred the lease to his mother Mona Wyse Cole of Lewiston in 1943. Cole sold to Hugh Stearns who sold to the current owner R. Michael White. Over the years renovations have eliminated nearly all of the original camp structure.⁸³

A.J. Goodrich was the other neighbor. His cabin was on a half-acre site where Davis and Rogers had built their logging camp in support of cordwood cutting. W.E. Wright built the camp c.1906, when he had a lease for the site. Two years later he transferred the lease to Raymond H. Rector. Claude E. Bubier assumed the lease in 1915 and then sold it to Goodrich in 1920. Goodrich soon outlived his ten-dollar a month pension and the landowners waived the rent and allowed him to stay until he died c.1942. After his death, the Stetsons had Gourley burn the cabin.⁸⁴

Schoodic siding to Upper Ebeemee Lake, and north

Schoodic siding was also the starting point for those sports headed to either Upper Ebeemee Lake or the old Philbrook Shanty on the nearly abandoned Nahmakanta Tote Road. If Upper Ebeemee Lake's earliest known sporting camp owner (c.1882) Joe ("Hunter Joe") Rawson and his wife still maintained a farm, and took in sports when

⁸³ Mona's family was not related to the Cole family that operated sporting camps in the area.

⁸⁴ The exact location of the site of this cabin is unknown.

Schoodic siding opened, then they would have used the tote road.⁸⁵ In 1904, Owen Chase, a long time farmer turned railroad worker of Henderson (Brownville Junction), was operating at the lake and had just completed an addition to his new camp. The site was a half-mile south of the town line and on the east side of the lake. In 1909, he transferred the lease to Lyman Leighton of Exeter and the last known lease issued to him was in 1912 for one year. Leighton operated a sporting camp on Lower Ebeemee Pond and probably used this as a branch camp.

A little more than a mile above the head of Upper Ebeemee Lake and east of Wangan Brook on the west side of the Nahmakanta Tote Road was the Weld and Juliana (Getchel) Philbrook shanty that served loggers from 1833 to the mid-1890s. The Philbrooks purposely came to this spot to farm and did so for over 20 years. They married on April 22, 1824, in Unity where Weld grew up on a farm, continued to farm in Unity and began to raise a family. Weld apparently came north on what at that time was the new Nahmakanta Tote Road to look at land above Upper Ebeemee Lake. As a farmer, he likely knew the 12 miles from Brownville was a day's toting distance and recognized an opportunity. Liking what he saw, he negotiated with George W. Coffin, the Massachusetts State Land Agent, for 80-90 acres of land in a Massachusetts owned public lot, and agreed

⁸⁵ An account in 1885 implies his wife and children are there caring for the farm; he is happy to have them tend the farm so he can trap and hunt. They have been there at least three years. "The Gauntlet," *The Current*, Chicago, October 24, 1885 (vol. IV no.97): 267.

to pay a dollar and acre as he was able.⁸⁶ In 1833, they moved to the site with an eight-year-old daughter, a five-year-old son, and a son less than two years old.⁸⁷ Unlike many shanties that were only open during the toting season, the Philbrooks lived at the shanty year round and tended to their 40-50 crop growing acres. They sold vegetables and hay to the loggers, and fed the loggers and teamsters staying the night. During the logging season, Juliana was usually cooking for 10 to 40 men a day, but in the summer the road had little traffic.⁸⁸

After Weld's death in 1838, Juliana continued to operate the shanty with the help of a hired man, Bert Rankins, and her children, Weld, Sarah, and Rufus for about the next 15 years. One younger son died of small pox after her husband's death. She dealt with a \$441 debt of her husband,⁸⁹ and on February 26, 1845, she gained ownership to the land (100 acres), her log home, and her stables through a petition to the Massachusetts State land agent dated January 10, 1845. In her petition she noted that her husband had paid for the land, was in the process of seeking the deed, but became ill and then died. His creditors rushed in, tried to take the land to cover some of the debt, and otherwise sought to leave

⁸⁶ After Maine became a state in 1820, Massachusetts retained ownership of one half the public lands in Maine until 1853, when Maine purchased all the unsold public land still owned by Massachusetts.

⁸⁷ Massachusetts State Archives has Juliana's 1845 petition for the land, a letter of support from 10 Brownville men, the land agent's decision, and the act granting her the land as approved by the legislature and signed by the governor.

⁸⁸ Thompson, J.A. "At the Philbrook Shanty" *The Maine Sportsman*, Vol. 10 no. 113 (January 1903): 1.

⁸⁹ Piscataquis County Probate Court records.

her destitute, but they did not get the land and a kindly judge awarded her \$125 that she used to keep her business going. She noted that the dollar per acre her husband paid was three times the value of land in the area with no improvements, that they had improved about 40 acres, and that her farm served a valuable function, being a public service as a tavern for loggers. She did not ask for a specific number of acres. Joining with Juliana were ten men of Brownville led by Moses Greenleaf III, the son of Maine's famous early surveyor and map maker, who filed a letter in support of Juliana on January 29, 1845. They attested to the truth of all that Juliana wrote, stated that the land was worthless to the State of Massachusetts, but it was "everything to Mrs. Philbrook." They concluded the letter with the statement that they could have retained 100 signatures or more. Land agent Coffin recommended 100 acres at no cost, the Massachusetts legislature passed the bill, and the governor signed it February 21, 1845.⁹⁰

Juliana's daughter and sons, who were being educated by their mother, continued to support her and the shanty. Sarah was accomplished in attending to their finances. By 1850, Rufus had already demonstrated his skills at hunting and trapping and in that year, the best trapper of the times, Henry Clapp of Brownville, took him north for the winter and Rufus provided money for the farm from his pelt sales. Weld, also hunted and trapped, but stayed near the farm and attended to it. In 1852 and 1853 Weld and Rufus purchased farmland nearer Brownville and the whole family apparently moved there, but Juliana did

⁹⁰ In 1843 the Massachusetts legislature gave the state's land agent the authority to take action on those who had been given Maine lands and not fulfilled the conditions of the sale. One type of unfulfilled condition was land to be sold for settlement and was either not settled at all or settled with far fewer individuals than agreed upon.

not sell the shanty. Then, in 1860, she purchased and moved to a home in the Brownville village. By about May 1862, they had all sold their properties, but not the shanty, and moved to Saint Anthony, Minnesota.⁹¹

Who operated the shanty after 1852 is unclear, but Juliana retained ownership until she sold in June 1864 and it continued to serve as a shanty for the next 30 years. Bert Rankins, Juliana's hired man, who had spent a few years of his life working for the Hudson Bay Company as a voyager and packer, may have been the one who took over the shanty operation. Crosby Fowler, a prosperous farmer of Unity, the community from which Juliana and Weld moved, bought the property for 25 dollars.⁹² Fowler continued to live in Unity and apparently had someone run the farm, perhaps Rankins, who had served Juliana so aptly. He was living at the shanty in the 1870s and perhaps 1880s, when one of his hunting friends, J.A. Thompson, joined him at the shanty. Thompson had a private camp on West Ebeemee Pond in the 1870s before moving over to Big Houston Pond nine years later.⁹³

Beginning in the 1870s lodgers expanded to include guides and their sports. Then the early guidebooks (mid-1870s) recommended it as a stop on a canoe route that started

⁹¹ Sarah eventually went on to San Francisco, California to teach school. Juliana died in 1878 in Saint Anthony where the others lived out their lives.

⁹² The records for these land sales are available at the Piscataquis Registry of Deeds.

⁹³ Other bits of information on the Philbrook farm:

Hardy, Manly, "A Fall Fur Hunt in Maine I. The journey into the woods and building of a home camp." *Forest and Stream* May 7, 1910 (LXXIV, 19): 0-003.

Palmer, Ralph S., Rufus Philbrook, Trapper, *The New England Quarterly*, Vol. 22 No. 4 (Dec., 1949): 452-474.

from Greenville went into northern Maine, then south via the West Branch of the Penobscot and through the Jo-Mary Lakes to the Nahmakanta Tote Road to Milo and the railroad.

In October 1882, Fowler sold the land to Thomas W. Billings of Brownville and his family remained involved for the next 12 years. Billings, who succeeded Henry Clapp as the area's foremost trapper and hunter, was a close friend of J.A. Thompson and Bert Rankin. Billings was also a man who cared about people in his community and helped care for them; among other things he ran the home for the indigent. Billings sold within the month a half share to Belle M. Billings, his wife, and the other half share to Lucinda C. Drummond, wife of Manuel S. Drummond, a Bangor lumber dealer, whose livelihood was likely connected to the tote road and farm given his crews were driving the nearby East Branch of the Pleasant River in 1882.⁹⁴ The farm continued to serve as a shanty with perhaps Billings' friend Rankins still operating it.⁹⁵

In 1894, four years after Thomas Billings died and a year before Belle died, Frank H. Drummond, Lucinda's son, also of Bangor, bought Belle's half share and the shanty continued to remain open, but its clientele changed abruptly. The new B&A line from Brownville north to Norcross and Aroostook County replaced the Nahmakanta Tote Road

⁹⁴ *Bangor Daily Whig and Courier*, June 10, 1882: 3.

⁹⁵ The *Bangor Daily Whig and Courier* of June 17, 1886 carried a short note under the title of "New Route to Katahdin" that notified readers that T.W. Billings was erecting a large structure, which he has named Ebeemee Lodge, four miles south of [Upper] Jo-Mary Lake. The route will be by canoe and horseback. The four-mile distance places the camp at the upper most end of Upper Ebeemee Lake. Whether Billings ever completed the project is unknown.

as the loggers' supply line. The shanty became primarily a sporting camp. Fred Heath, who had previously worked at the Jo-Mary Pond Shanty on the Caribou Tote Road 10 miles north of Philbrook's, was guiding from it in 1894. In 1897, the farm had what was known as Peter's Camp, a small log branch camp some place on Schoodic Lake.⁹⁶ About 1900, Frank Cole, his wife and children (Maurice, Ben, Ruth, Perce, and Nell) moved to the farm that at the time had a main building and three sleeping cabins.⁹⁷ The family farmed and advertised it as a sporting camp for six years (through 1906). They kept a couple horses, two cows, pigs and hens, and built a new cabin. They met their guests at Schoodic siding and walked six miles on the Nahmakanta Tote Road to the camp. A horse and cart toted their baggage and other supplies. When Ben and Ruth reached school age, the family moved back to Garland and gave up the lease. No one took it over, but for a number of years hunters who happened upon it used it. Maurice Cole would eventually become proprietor of nearby Moosehorns Sporting Camp at Northwest Pond and Ruth Cole had a sporting camp at East Ebeemee Pond.

Above Upper Ebeemee Lake the East Branch of the Pleasant River rose through the mountains to its headwaters north of White Cap Mountain. The rugged river was not navigable and perhaps that is one reason why no known sporting camps ever developed between Upper Ebeemee Lake and B-Pond (Baker Pond). The early proprietors at B-Pond and up river accessed their sporting camps from KIW via the Chamberlain Lake Tote

⁹⁶ *The Maine Sportsman* Vol. 5 no. 51 (November 1897): 18.

⁹⁷ The early Cole information comes from: Cole, Benjamin C. *It All Happened Up In Maine*. Stonington, ME: Penobscot Bay Press, 1980.

Road. By 1920, the McCrillis family withdrew all leases and issued no others for land they owned on the watershed above Upper Ebeemee Pond in TBR11, TAR11, and TAR12 W.E.L.S..⁹⁸

Packards siding and Northwest Pond

Up until 1907, the early cross roads at the northwest corner of Schoodic Lake was also a departure point for loggers and sports headed two and a half miles northeast to Northwest Pond, a finger of navigable water leading into the upper end of Seboeis Lake. The completion of the rail line north of Schoodic siding in 1893 did not change that access route. However, beginning in 1907, those headed to Northwest Pond, Seboeis Lake, and Endless Lake got off the train four miles north of Schoodic siding at a new siding, Packards. It was a consequence of the B&A's completion of the Medford Cutoff line that ran north from Lagrange, passed between Schoodic and Seboeis lakes, and joined the railroad line from Brownville near Northwest Pond, which was now a half-mile walk from the siding.⁹⁹ Many of the large boats on Seboeis Lake came by train to Packards.

A small community began to develop around the siding. The B&A built housing for the section crew and a station that housed the station agent. The other early residents were loggers who built rough structures close to the railroad. Charles Boutbee of

⁹⁸ Duplessis, Shirley. *Hidden in the Woods: The Story of Kokad-jo*. Greenville, Me: Moosehead Communications, 1977.

⁹⁹ Angier, Jerry and Cleaves, Herb. *Bangor & Aroostook: The Maine Railroad*. Littleton, MA: Flying Yankee Enterprises, 1986. p.33.

Brownville built a home in 1932 on the west side of the railroad right-of-way.¹⁰⁰ Six years later A.E. Richards built a cabin. In 1942, Maurice M. Cole, the oldest son of Maurice A Cole, the owner the sporting camp on Northwest Pond, took on the lease for the Boulton home while working for the railroad. He turned the lease over to his father in June 1946. When the 1949 forest fire burned nearly all the structures at the siding, the company moved the needed individuals to West Seboois siding, another four miles north and burned what remained at the siding. The train would still slow down to pick up or let off passengers at Packards, but one had to understand how the system worked. If individuals wanted the train to pick them up, then for daytime they took out the red flag and waived to the engineer who, if he saw it, blew the whistle and slowed. At night, they lit a designated lamp. The conductor alerted the engineer, if someone wanted to get off. After the Packards' siding fire, most sports headed to Northwest Pond departed from the train at West Seboois siding.

The first and only sporting camp on Northwest Pond opened in the 1890s and operated for more than 100 years. Alfred ("Alf") R. Haskell and Charles A and Sarah D. Brown¹⁰¹ apparently moved to the lake sometime in the 1890s, and began logging.¹⁰² Both Haskell and Brown had grown up in Milford and worked in that community in 1880,

¹⁰⁰ Stetson family papers, lease documents: Boulton transferred the lease to Leo E. Russell of Medford Center in 1937 and he passed it a year later to Merle W. Curtis and the year after he sold to L.C. Bearce of Springfield and he added to his lease a second camp built by A.E. Richards in 1938; it was 35 rods south of the Bearce camp.

¹⁰¹ The Stetson family papers have the lease information for Northwest Pond.

¹⁰² The Stetson family papers, Stetson daybook p. 5, 1896.

Charles on a farm and Alfred in a sawmill. When they first opened the sporting camp, their year round home, which became known as Moosehorns, is unknown, but it may have coincided with the opening of the railroad in 1893. During the winter months, the two men continued to log and they fished. They reported catching 600 pounds of pickerel in March 1895.¹⁰³ The excellent fishing and hunting may have influenced the popularity of the camp. In c.1904, Alfred was voted the area's most popular guide in *The Maine Sportsman* contest; he received over 1,200 votes and his closest competitor had a little more than 600 votes.¹⁰⁴

Success enabled them to expand their operation. By 1905, they had a branch camp at Cedar Pond. A year later they also had a large branch camp on East Ebeemee Pond, a one and a half mile walk from Schoodic siding. Their third branch camp was at Jo Mary Pond by 1908.¹⁰⁵ They reached the branch camps on Cedar and Jo Mary ponds via the Caribou Lake Tote Road that branched off the Nahmakanta Tote Road above the Philbrook shanty. The Cedar Pond cabin was at the end of the side road to the north end of the pond, a 12-mile trip from the sporting camp. By 1911, the Stetson family issued them a new lease that included the sporting camp's original five acres plus a 10-rod belt around the entire shoreline of Northwest Pond. Influencing their success may have been the opening of the Packards siding in 1907. Sports now departed the train at Packards and had either a short walk or a 20-minute canoe ride to the sporting camp.

¹⁰³ *The Maine Sportsman*, Vol. 3 no. 30 (February 1896): 17.

¹⁰⁴ *The Maine Sportsman*, Vol. 12 no. 136 (December 1904): 63-64.

¹⁰⁵ *The Maine Sportsman*, Vol. 15 no. 176 (April 1908).

The threesome, with the support of guides Walter C. Green and Vernon Flint and a cook, Nancy, Vernon's wife, managed the sporting camp through 1917, when the first of a number of changes occurred. Charles died in December 1917, but Alfred and Sarah, who married two years later, continued to operate the sporting camp. In June 1920, Sarah transferred the lease to Chester Brackett and Charles Beatty, but probably retained the right to use one of the cabins as she died at the sporting camp on September 18, 1922. Chester R. Brackett was a single man, who was an assistant cashier at Armour Incorporated in Lynn, Massachusetts and probably a regular camp guest. Charles Beatty was a Bangor woodsman for the American Thread Company and worked out of Lake View. The new owners made one change; they set aside a few cabins for groups wishing to do their own cooking. In November 1922, Brackett sold his half share in the sporting camp to Haskell, who had been doing carpentry work in Auburn, and Beatty sold his half to Lina and Oliver Pease of Amesbury, Massachusetts. The new partners kept the sporting camp, now including 14 sleeping cabins, open through the winter and continued to offer some cabins with cooking options. In September 1923, Haskell sold his half share to the Peases.¹⁰⁶ The following year all reservations for 1925 went to Lena at her Amesbury address.

George Raymond Noyes and his wife Letti became the Moosehorns proprietors beginning with the 1926 season, a year after they married, and probably made it their year round home, until they sold 10 years later. They continued to advertise 14 sleeping cabins, but in 1931 they had their lease altered so that it no longer included the north most cabin in

¹⁰⁶ The Peases were probably frequent camp guests. Oliver was a practicing dentist in Amesbury and may have been more of a financial backer. It appears that Haskell may have sold given his health. He died in Massachusetts about April 24, 1925.

the complex. Daniel C. Littlefield, who had worked for the American Thread Company in Milo and was now a painter for the B&A, bought a noncommercial lease for that cabin.

In June 1936, Noyes transferred the lease to William L. Gill of Portland and he operated the sporting camp through March 1941. However, in 1937, he allowed Robert S. Binkard of Philadelphia to build “Seboois Lodge” on the shore of Northwest Pond about 500 yards south of the sporting camp on two acres of the prominent point. Two years later, Gill was planning on selling his commercial lease to Binkerd, but Binkerd defaulted on both the sale and the lease for Seboois Lodge. As a result, in March 1941, Gill held the noncommercial lease for Seboois Lodge and transferred it to Daniel C. Littlefield six months later. Littlefield gave up the lease about the time the forest fire burned Packards in 1949. He was unable to sell the lease; the future owners of Moosehorns Camps were not interested in making it part of the complex, and it disintegrated.

Maurice A. Cole, who guided for Gill during his last few years of ownership, began making payments on the sporting camp to Gill in March 1941, completed them in 1945, and began to reestablish the sporting camp’s popularity.¹⁰⁷ By this time, only eight or nine of the 14 cabins were still standing, and former proprietors had abandoned the branch camps. Beginning in 1945, Cole and his wife Vera took a lease on a branch camp on Upper Ebeemee Pond’s east shore 60 rods south of the town line; a place where Paul Arbo had a lumber camp in 1941. The Coles gave up the Ebeemee lease in May 1949 and

¹⁰⁷ Barbara Cole, daughter-in-law of Maurice A. Cole, and Rodney Cole, Barbara’s son, provided a great deal of the Cole family information.

the landowner burned the remains of the camp, but three years later they acquired and returned the Daniel C. Littlefield cabin, the northern most cabin, to their complex.

In the late 1940s, access to the sporting camp began to change. About 1947, loggers cut a road from the one to Schoodic siding to the west side of the tracks at Packards.¹⁰⁸ Guests could drive there, baring mud and other challenges, and then get to Moosehorns, as others had previously. Two years later, after Packards burned, the Coles directed guests to the West Seboois siding and used a large boat to transport guests down Seboeis Lake and back up through the narrows into Northwest Pond; the route was especially difficult with a substantial wind. Beginning in late 1974, the B&A abandoned the Medford Cutoff, removed the tracks in 1979, and left the old rail bed as a route from the south to the sporting camp. Soon after the abandonment, loggers cut to the northwest of Packards, and constructed a better logging road. About this time, the Coles built a driveway from Packards to the camp. During the winter, the Coles reached the camp by snowshoeing prior to the advent of snow machines.

In 1957, Maurice and Vera, who ran the sporting camp with some family help from June through the hunting season, knew it was retirement time, and worked with their children to keep the sporting camp within the family. They turned the operation over to their son-in-law Virgil N. Thompson, but his family found it difficult to attend to the sporting camp, so Barbara (Rollins) and Harold (“Gordon”) Cole, one of Maurice’s sons, took it over in 1960. At the time, the Harold Cole family was living at West Seboois

¹⁰⁸ Conversation with Barbara Cole provided much of the information pertaining to Packards.

siding where Harold worked for the B&A. They previously resided at Packards siding, but moved to West Seboois after the 1949 fire. The family maintained their winter home at the siding until 1966, when they wintered in Dover, where Harold was closer to his railroad work.

For the next 28 years, until Harold retired from the railroad in 1988, Barbara took primary responsibility for the day-to-day operations and their two older children assisted. As Harold's parents, they moved in to open the sporting camp by early June and left at the close of hunting season.¹⁰⁹ Harold worked for the railroad during the day and did camp chores at night. Every fall, Harold took his six-week vacation to match the hunting season, so he could help during this busy time. Barbara also hired a person to help in the kitchen. They did not maintain a garden as Maurice and Vera did and eventually switched to gas refrigeration. The family never advertised, guests came back year after year and then those families' grown children started doing the same.

The traditional running of the sporting camp ended with the Cole ownership. Harold passed away in 2009 and Barbara sold in 2012 to Gene Shields and Katie Vargas of Millinocket. Shields and Vargas simply offered four cabins as vacation rentals. The four remaining cabins in 2017 were those that Harold and his son Rodney rebuilt over the years with only one camp having a portion of an original building. The Cole family did retain

¹⁰⁹ In February, they came into the camp for a short time to cut ice for the coming year, and host ice fishermen on February Fishing Derby Weekend.

their private family camp that Harold and his father built c.1953 on the east shore of Seboeis Lake about a half-mile north of the opening into the outlet.¹¹⁰

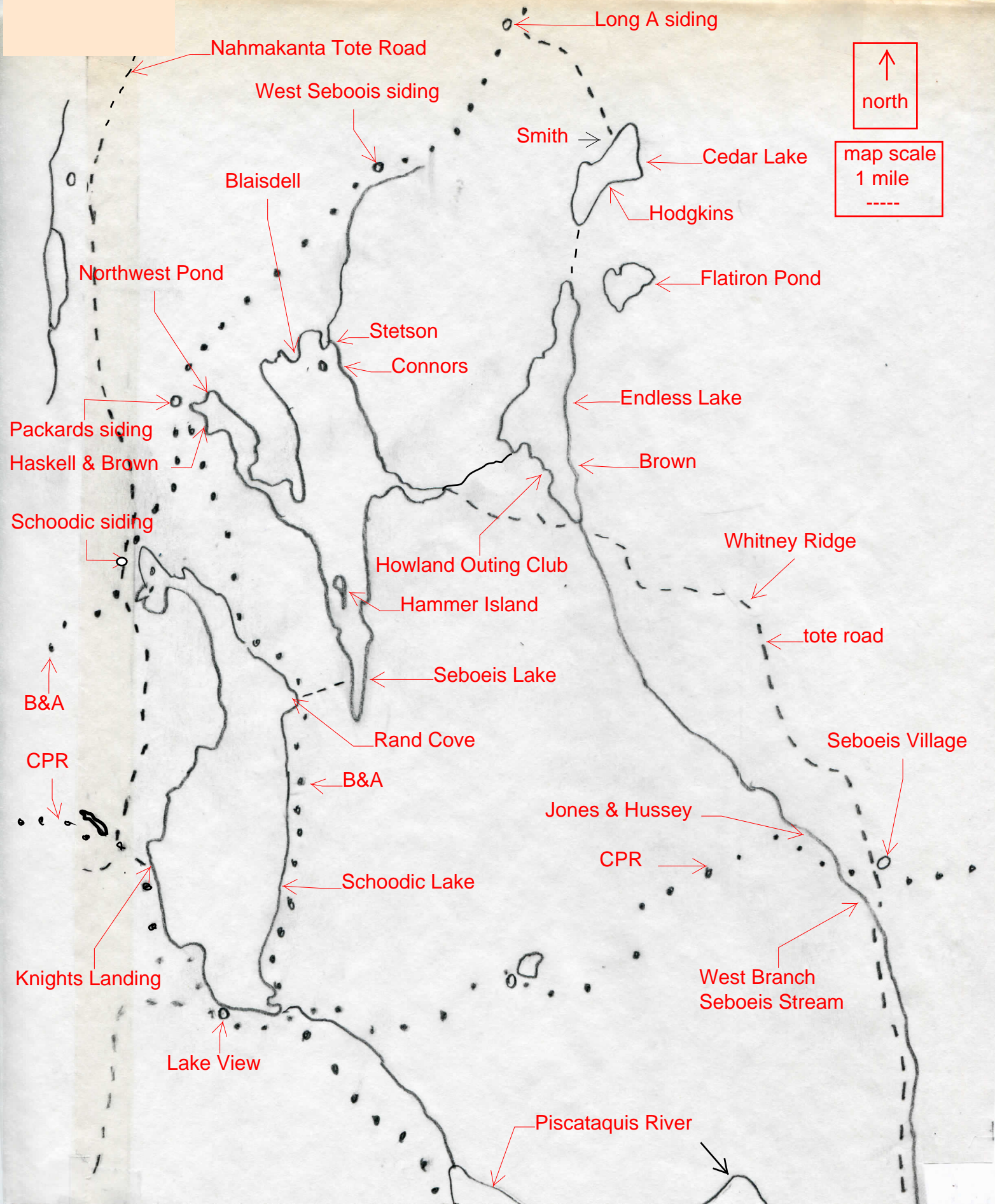
West Seboois siding, Seboeis, Cedar, and Endless lakes¹¹¹

Four miles north of Packards was the West Seboois siding where a small community began to develop in late 1893. This siding, which had a roundhouse wye, was the terminal for all rail traffic going to or coming from Canada via the CPR, and an access point for guides and sports to Seboeis and Endless lakes. The siding was home for a B&A section crew (two houses), a station agent (lived upstairs in the station), and a few permanent residents.¹¹² It had a post office, a school, a small store into the late 1930s, water tower, a staging area for lumbermen, crude one room temporary homes put up by transient pulpwood cutters, and, at various times, a woodmill. Access to the community and delivery of supplies up through the early 1950s was by train. Once Millinocket developed into a thriving community after 1905, residents could shop by taking the morning train there, about 30 minutes away including stops, and the evening train home.

¹¹⁰ Rodney Cole, Harold's son, still owns the camp in 2017.

¹¹¹ The spelling of Seboois with "oo" as opposed to "oe" was the spelling used by the Bangor and Aroostook Railroad. The Canadian Pacific Railroad spelled the same word with "oe," Seboeis. A review of maps at the Osher Map Library, University of Southern Maine offered the following: 1877 – Sebois, 1879-1899 Hubbard maps – Seeboois, 1881 – Sebois, 1883 – Sebois, 1894 – Sebois, 1902 - Sebois, 1911 – Sebois; 1915 – Sebois, 1924 – Sebois, 1926 and after – Sebois. For the lake and stream, Seboeis is the spelling in this text.

¹¹² Charles Connors, who lived with his parents at the station from 1940-1950, and Nancy (Connors) Henry and Rodney Cole, both of whom lived at West Seboois siding in the 1950s with their families, provided a great deal of the West Seboois siding information.



In 1895, each of two couples, neither employed by the B&A, had a home at the siding and offered accommodations. Daniel S. and Mary Pomeroy, from Hermon and Brownville respectively, had a home that was also a boarding house.¹¹³ They maintained their operation through at least 1905, but, by 1910, they were farming in Palmyra. Daniel was a hunter and a guide and Mary was probably a logging camp cook. The other couple, Maggie and James O'Neil, who had been guiding and logging from the siding since at least 1895, had a home capable of handling two boarders or a few sports. They were still living year round at the siding in 1900 with their two daughters Rosena and Rosey, but no further information is available.

Another year-round resident family was Carty and Maude Adams who emigrated to the community from Canada with their two daughters in 1923. He cut wood and eventually had a small sawmill at the back edge of their lot. Their small farm was near Seboeis Stream and the road that went to the landings on Seboeis Lake. Each of their daughters married a railroad man who came to work for the B&A at the siding and they lived here for a few years. Adams kept a couple horses that community families borrowed to haul in their firewood. Carty died at West Seboois in 1966.

The other non-railroad family of the community was Fred and Ella Smith, who, along with their young daughters, ran nearby Cedar Lake Camps. During the first quarter of the 1900s, they appear to have lived at Cedar Lake year round, but by the 1930s, they build a stick frame home just off the end of the southern arm of the roundhouse wye at the siding. In the 1940s, he and his wife boarded up the house for the winter months and went

¹¹³ *The Maine Sportsman*, Vol. 5 no. 49 (September 1897): 23.

elsewhere to live. It took a tremendous amount of wood to heat these homes and cutting it was difficult for older people. The Smith home and one of the B&A section crew homes are still standing in 2016.

The families of the men employed by the B&A lived in homes they rented from the B&A. In some cases, only the husband moved to the siding, leaving his wife and children in a larger community with more neighbors, a school, church and other comforts like running water, indoor plumbing, electricity and phones. The rent for a home was fifteen dollars a month in the 1940s. Harold and Helen Connor moved into a B&A house at West Seboois in 1940, boarded their two children, and provided room and board for one railroad worker who paid them fifteen dollars per month. During the war, Harold was the only the section worker whose job it was to attend to the water tank, the two lines to Packards, 18 switches, and the roundhouse wye for turning around engines and cabooses.

Schooling for the children of any family in the community was never a simple matter. For the first children, if they had a teacher, then it was a parent. Some families taught their children at home until they were older and then they boarded them with a relative or a friend in a community with the appropriate level school. Exactly when the siding's school first opened and how consistently it had a teacher is unknown. However, Sadie Robbins, whose brother was station manager, came to teach in the early 1920s and, in 1923 and 1924, she had eight children. Teaching was hard for her in part because most of the children had no shoes. The school always had a large pile of firewood and folks often spent the colder nights in the school, so it was warm in the morning. Families of pulp woodcutters, who did not cut every year nearby, often influenced the number of students.

The building, with its pump organ and numerous books and two attached privies, was still there in the 1940s, but only two children were left in town and they took the train to school. The Harold Connors children boarded with relatives, but circumstances resulted in their son Charlie living with them at the siding in 1948. As an eighth grader, he rode the train back and forth to school in Millinocket, a 20-minute ride. As the train came by in the morning, it simply slowed and he jumped on. After school, he went to a family friend's home to do homework and wait for the night train. By the early 1950s, the road to the community was sufficient enough for the children of Harold Cole and Lloyd Connors (Harold Connors' brother) families to ride a school bus driven by Gary Cullens. Those in grades one through six went to the one room school house in Norcross and those in the upper grades went on to Millinocket. During mud season, when the road was impassable, the children rode the train.

Access to the community, which had always been by train or boat began to change in 1945. Harold Connors raised money and prevailed upon the B&A to create a road from a recent pulp-cutting yard a half-mile from the siding. The road was often a muddy mess in the spring, but Gary Cullens, who lived where Bear Brook crossed the road, kept a team of big gray horses to make sure everyone could get through, when vehicles could not. The road slowly improved and by 1961, when the passenger rail service ceased, it was generally useable year round.

More children were present in the community during the summer, when those who were at school returned. Some of the children like Charlie Connors, Nancy Connors, and Rodney Cole loved life in West Seboois. They grew up with the telegraph, no phones or

electricity, gaslights, hauling water from a common pump, using a privy, ice for refrigeration, handling wood for their heat, and, out of necessity, helping with a garden and picking berries, first the strawberries along the rail line in the height of mosquito season, then the raspberries in the over grown log yards, and finally the blueberries. Nancy and her two sisters roamed the area, spent time on the main lake at the family camp, picked berries, and got around the lake with their father in a boat. Rodney helped at the family camp and, among other discoveries, found what turned out to be an old Italian bread baking stone oven. Charlie spent most of his time with his dog in a boat with a 2.8 horsepower Sea King motor on Seboeis Lake; he still owns the boat. When his dad cut trees for their firewood just before the snow disappeared in the spring, Charlie rode and tended the Carty horse that hauled out the trees.

The Carty horse and those of other community members probably helped guides and sports transport their dunnage to a landing on Seboeis Lake. Seboeis Stream passed close to the siding, but travelers rarely used it to reach the lake. Instead, they took a tote road that went south down a long esker to the three landings two to three miles down the west side of the long narrow finger of water that leads to the lake.

Once on the water, the first sporting camp travelers saw was near the inlet to the lake. In 1895, the sporting camp consisted of two cabins and its proprietor was Edwin Stetson, who was a lumber surveyor from Old Town. He died in late July 1900¹¹⁴ and Lewis H. Park, a logger who grew up in Bangor and whose father worked as a sawyer,

¹¹⁴ *The Maine Sportsman*, Vol. 5 no. 49 (September 1897): 23. Edwin was not part of the Stetson family that owned the land.

hunter and fisherman, apparently took over. He had a lumber camp near the siding in 1900 and in 1901, advertised Camp Grace or Seboois Lake Camps as a boat ride from the upper (first) landing.¹¹⁵ His Camp Grace lease was for the land surrounding the former logging camp built by M.L. Jordan and later by T.J. Stewart and Company at the northeast inlet to Seboeis Lake, the Edwin Stetson site. In 1910 at 71 years of age, he still operated the sporting camp and was a cook at a nearby boarding house. The last year of an ad for Camp Grace was in the 1913 edition of *In the Maine Woods*. Inquiries that year went to his wife Nellie, who along with their daughter and son resided in Bangor in the off-season.

Subsequent owners of Camp Grace held a noncommercial lease and maintained the camp. A. Frank Sewall apparently bought the sporting camp from Nellie Park c.1915 and sold to Mrs. Howard A. McLellan of Derby six years later. Sometime before 1940, the McLellans also built a 14' by 29' boathouse on the west side of Seboeis Stream a mile above the lake near the lower landing. She transferred the leases to her son and daughter-in-law, Clarence T. and Louise B. McLellan. Clarence was a GNP employee who lived in Millinocket. They sold to Walter and Helen Lindsay, also of Millinocket and station manager at West Seboois in the 1940s, and Helen left it to her grandson David L. Kimbrowicz. In 2006, he sold to Nancy (Connors) Henry, who holds the 2017 lease and whose father and mother, Lloyd and W. Pauline Connors always wanted to own the

¹¹⁵ The Stetson family papers have lease information for post 1900 for this area. Camp information prior to that comes from Bangor and Aroostook Railroad, *A guide to Maine and Aroostook County*, 1895; *A Big Game and Fishing Guide to North-Eastern Maine*, 1898.

camp.¹¹⁶ As a child, Nancy moved to the West Seboois community c.1950, when her father worked for the railroad. She grew up playing at and then began bringing her children to her cousin's (Charlie Connors) nearby family camp. The old McLellan boathouse is also still standing in 2017 and Charlie and Ethel Connors hold the lease.¹¹⁷

Nellie Park enjoyed the area and about the time her family gave up ownership of Camp Grace, she bought the noncommercial lease for a cabin A.L. Blaisdell of Eagle Lake built about 1906 on the shore a little east of the mouth of Bear Brook on the point on the west side of Sand Cove. Unfortunately, the cabin burned in 1915 and whether or not Nellie rebuilt is unknown. Then, in 1928, a group of men (George B. Grant, Frank E. Schubmehl, Kenneth M. Bradley, Thomas L. Carter, Edward F. Fielder, and Carl L. Felsenheld) from Lynn, Massachusetts took a lease on the site with the option to build a 20 by 40 foot structure.¹¹⁸ They built a two-story camp with no windows and a massive chimney, and its rooms on the second floor opened onto an interior balcony. All but Bradley gave up their shares by 1937. Two years later, John E. Cuddy, Jr., and John E. Cuddy, 3rd of Lawrence, Massachusetts and Joseph S. Dudley of Hampton Beach, New Hampshire joined Bradley on the lease and the camp soon became known as Cuddy Camps. A mysterious fire destroyed the structure in 1944 and they canceled the lease.

¹¹⁶ Nancy Henry provided this information.

¹¹⁷ Charles Connors provided this lease information.

¹¹⁸ The known professions of these men is as follows: Schunbmel, a physician; Felsenheld, a company treasurer; Fielder, an accountant; Dudley, real estate business owner; Cuddy family, owner of insurance business. What drew any one of them to the area is unknown.

The B&A employees who worked in West Seboois sometimes took on jobs supporting the nearby sporting camp owners or liked the area well enough to build their own cabin. In the early 1940s, Hugh Avery, the long time B&A West Seboois station agent, took care of the Cuddy Camp. His B&A replacement, Walter F. Lindsay of Millinocket, took a 1942 lease to build a camp on Dollar Island, but never built the camp and instead traded the lease for one between Sandy Cove and Seboeis Stream. No camp remains as of 2016 on Walter's lease site, but the boathouse he built in 1950, with the logs he cut for the Dollar Island camp, is still standing in 2017 at the lower landing (third landing) and owned by Nancy Henry. In 1942, Mr. Stetson issued a lease to Harold Connors for the lot on the shore due east of Dollar Island with the condition that he would protect the few remaining large pines. They are still standing in 2017, as is the camp Connors built with logs and lumber from a wrecked boxcar; his son Charlie owns the camp in 2017. Maurice Cole and the following generations of his family tree continued their presence in the area through 2017 with private cabin leases.¹¹⁹

The only other known sporting camp on Seboeis Lake was on Hammer Island four and a half miles to the south and sports generally accessed it via the steamboat from Lake View to Five Islands, where they walked the short tote and haul road to Seboeis Lake and canoed to the island. In May 1896, Nelson W. and Emma Dodge McNaughton of Milo were in charge of Morse Cottage.¹²⁰ A year later, hunters referred to the site as N.W.

¹¹⁹ The State of Maine Bureau of Public Lands Seboeis Unit maintains a list of leaseholders.

¹²⁰ Information for Hammer Island came from *The Maine Sportsman*, Vol. 3 no. 33 (May 1896): 17; Vol. 5 no. 52 (December 1897): 15; Vol. 5 no. 52 (December 1897): 20.

McNaughton's Camp Hammer and noted the McNaughtons had a branch tent camp at Endless Lake. By 1899, other sports identified the camp as Hammer Island House on Seboeis Lake. Whether or not it was a commercial or private camp and when and who built the structure are unknown, but at a later time, probably in the 1920s, a Mr. Gordon, was the caretaker when it was a private estate.¹²¹ In the 1940s, the only indication that something was once there was a low wooden wall that someone built into the dirt from the shore inland.¹²² Given the lack of discovered old remains by those who camped there, the camp may have burned and never been rebuilt. In later years, families who picnicked on the island made no mention of a camp.

In 1950, when the Harold Connors family left West Seboois siding, their lake cabin and Camp Grace were the only ones on the lake with a legal lease. It was not until about the 1960s that St. Regis Paper Company opted to begin offering leases elsewhere on the lake.

Endless Lake¹²³

¹²¹ Sawtell, William R. *Lake View Revisited: A Centennial Book*. Milo, ME: Milo Printing Company, 1991.

¹²² Charles Connors provided this information.

¹²³ The name Endless Lake appears to be the name that has most frequently appeared on maps from the beginning; however, in the 1890s local folks, camp owners, and the Bangor and Aroostook Railroad publications referred to it as Trout Pond. This document uses the name Endless Lake.

Familiar to everyone who lived at West Seboeis siding from about 1895 to 1940s was the Richards' family for whom the siding became their primary access point to their private camp complex on Endless Lake, a ten-mile journey. Their guides met them here, paddled them down the lake into the outlet and through to Endless Lake.¹²⁴ Prior to the railroad, the Richards and their many guests traveled from Brownville or Milo to Lake View on Schoodic Lake, where guides paddled them across to Rand Cove, walked the carry trail to Seboeis Lake, and canoed over to and down the outlet stream into Endless Lake. Most of their guides, who lived in the Maxfield and Howland area on the Piscataquis River, reached the lake, 21 miles away, from the south on an overland route from Seboeis village on Seboeis Stream over Whitney Ridge and west to the dam at the outlet of Endless Lake.

The Richards use of guides from Maxwell and Howland area offers a hint of how the family was first introduced to Endless Lake. Their guides certainly knew they could, at certain times, canoe from Endless Lake to the Piscataquis between Maxfield and Howland. For about their first ten years, one of their regular guides was John B. Brown of Maxfield.¹²⁵ In 1895, he had, what were labeled in advertising as new cottages on Endless Lake. As a trapper, hunter, fisherman, and guide, he probably guided adventurous sports up Seboeis Stream to either a trapper's camp or a tent camp at this site. He probably built

¹²⁴ Nearly all the early Trout Pond (Endless Lake) information comes from: Richards, James L. et al, *Howland Outing Club: Camp Keith and Camp Ruth 1895-1908 1915-1927* Volumes 1-4. (Google: Internet Archive Search: creator: "Camp Keith and Camp Ruth.")

¹²⁵ Brown, who was born in 1847, married Leah Lancaster and they raised six children on their farm in Maxfield, which is on the north side of the Piscataquis River half way between Howland and Medford.

the new cabins, because he knew he could attract clientele to use them. His early clients would have come north by train from Bangor to Howland and or perhaps Mattwamkeag to transfer to the CPR (1889) for a ride west to Seboeis village. His sporting camp was on the east shore within an easy walk to the dam at the foot of the lake. He probably guided Richards to this site, Richards fell in love with the lake and perhaps asked Brown to either build him and his friends a cabin on the opposite side of the lake or arrange for him to take over one that might have existed. While Brown and his two sons, Wallie and Ned, guided for Richards, they also continued to run their sporting camp. Perhaps, it was a matter of coordination with the Richards that the Browns met their sports at either West Seboeis or Long A sidings and journey to the sporting camp via either Seboeis or Cedar lakes, as the Richards did. The Browns stopped guiding for the Richards after the 1902 season, when the family moved to farm in Corinth, where they lived out their lives. No one assumed ownership of their sporting camp, but Brown's sons did, on occasion, continue to guide for the Richards.

Perhaps about 1890, the Richards were part of a group of Boston area families who created the Howland Outing Club and soon secured a noncommercial lease for the site on the lake's west side opposite the Brown sporting camp and the development of the complex commenced. Camp Keith, as it was initially referred to, soon included a dining and cooking structure, two sleeping cabins, and later a cabin for the guides, which they

built in 1898.¹²⁶ Beginning about 1902 the remaining families apparently sold out to the Rudolphus P. Richards family and the camp complex took on the name Camp Ruth. In 1929, Orrieson (Orrie) Dugans, who, like his father, was a carpenter from Seboeis and guided for Camp Keith and Camp Ruth, built the Girls Camp and the following year the Office Camp. The Girls Camp was for the cook and the housekeeper. The Office Camp, an elongated building, had a front room and two bedrooms, one for Mr. Richards and the other for his secretary Mr. Whitney. Behind these rooms was a bathroom and on the back side of that was a room for a nurse. In 1897, Richards' son Lorin underwent an operation that left him with a potential health complication; so henceforth, he brought a private nurse with him. The guide's camp disintegrated for lack of use after about 1950.

Over the years Mr. Richards added a number of conveniences. The cabins had running water from a gravity fed storage tank, hot water heated by a coil behind the fire places, and electricity stored in batteries that were charged by water turning an armature. The camp dining room was always set with china emblazoned with Camp Ruth. The china set included individual fishbone dishes and butter-cups for each place setting. The food included fresh fish, game in season, animal products from the camp farm, and everything else was predominantly S.S. Pierce products.

The Richards always employed a caretaker, local guides and a couple women, one of whom cooked and the other served meals and did housekeeping. It appears the spouse of one of the women took care of the cow, chickens and sheep, firewood and other heavier

¹²⁶ Some oral history from the Dugans family, who has been associated with the camp since the 1890s, suggested the camp may have originally been a boys' camp, because one of the original cabins appears to have had bunk beds at one time.

camp chores until 1916. They walked the cow in at the beginning of the summer and out at the end of the year and they slaughtered the sheep as needed for food. In the late 1890s, Mrs. McQuinn cooked and her husband did other chores. The Gregorys followed them beginning in 1901. Sam Smith cooked for the fall hunters and did a stint as the summer cook. In 1916, Mrs. Florence Coburn and Irene Hinckley came to work at the camp. Florence, the cook, continued into the mid-1940s, and Irene, the server and housekeeper worked through the 1948 season. During those same years Al Bickford handled the heavier chores. The June Dugans family, the caretakers since 1902, took over from 1948 forward.

After guide John Brown left the Richards' employ in 1902, the family continued to use those who had been serving them. Bob Richardson, who lived in the Maxfield and Seboeis area, served as the lead guided until his death in 1908. After his death, the lead guide seemed to be Orrie Dugans and his son Orrie Jr., June, replaced him. The other regularly employed guides through the 1940s were sons of the Bickford, Brown, Dugans, Lancaster, and Smart families; Fred Smith, who had a camp on Cedar Lake; and Fred Merrill. From 1900 through 1904, Joe Francis who had his own sporting camp on the West Branch of the Penobscot River at Debsconeag Deadwater spent the month of August at the sporting camp guiding. Some years family members took a July trip on the West Branch or fished in the Nesowadnehunk Stream area and used Francis as their guide.

The Richards' route and means of transportation to Maine changed little over the years. An invitation to join Mr. Richards on a holiday to Camp Ruth included joining him about 7:30 p.m. at his private railcar in Boston, enjoying a nice meal, sleeping in the car and waking about 6 a.m. when it reached the West Seboois siding. Here they had

breakfast at the home of Fred Smith, one of Richards' guides who also had a sporting camp on Cedar Lake, and then, with a guide assigned to each guest, they set off for the trip to Camp Ruth.

The family's access to the site varied over time. Up through 1898, they came by the CPR to Lake View to meet a camp guide or by the B&A to Schoodic siding where Ben Ballard of Ballard's Camps helped with the transportation to Camp Keith. Beginning in 1900, the families departed from the train at West Seboois siding. Depending on the weather, wind and water level in the thoroughfare, the trip was typically three to four hours. The guides brought in all mail and supplies from West Seboois siding. Sometimes the families walked from West Seboois siding to Fred Smith's sporting camp on Cedar Lake, had lunch, and then Fred ferried them across to the portage to Endless Lake where their guides took them down the lake in canoes. In the 1920s, as roads began to improve and people had cars, the guides transported guests from Howland as far as the Seboeis community by motor vehicle before switching to a horse drawn cart of Charlie Smart and later (1940s), Orrieson ("June") Dugans, who had previously used a pony to help him make the trip.¹²⁷ When June took his family to Camp Ruth in the 1930s and 1940s, often for up to six weeks to help, they still rode the trains to West Seboois siding. By the mid-1950s, June had sold the horses and built, what the family called a "jitter bug," a high

¹²⁷ Carolyn (Dugans) Brown was the other major source of information for Endless Lake. Carolyn married Kenneth B. Brown, who was the son of George H. Brown, whose older brothers Wallace and Ned, and father John B. Brown were some of the first guides employed by the Howland Outing Club in the mid-1890s. John was the probable caretaker until 1902 when he moved his family from their nearby Maxfield farm to one in Corinth.

clearance vehicle with chains on the wheels. The first opportunity to drive a regular car into the area of Camp Ruth came in 1979, but that route required going north and around the north end of Seboeis Lake, and then south to its outlet dam, where they parked and then walked nearly three miles to the camp. Car routes from the south gradually became available, but changed depending on logging operations.

The summer visits of these families focused on having fun. They swam at the camp most every day and for a change often walked to the dam to swim there. They paddled around the lake at all hours of the day and night. At times, a guide like Orrie, who cared for the Seboeis Lake dam, opened a gate so they could paddle the fast water below and pole back up and run the fast water again and again. They took frequent walks on the Seboeis Trail that past near the camp and ran between Endless Lake dam and Seboeis Lake dam. For overnight trips, they went to Grey Ledge Bog and Flat Iron Pond where at various times they had a small structure, where they spent the night. They typically fished the lake for white fish, perch, and pickerel. They also fished Otter and Bog brooks and Miller's Bog; and for trout, they went to Roaring Brook and the stream below the dam. They always ate their catch at breakfast. Cranberry picking was generally excellent on Otter Bog, as was blueberry picking at Northwest Pond. Day trips often went to Cedar Lake where they had dinner with the Smith family at Cedar Lake Camps; the Smith and Richards families had a friendship that lasted until their deaths. A focus of every person and trip away from the camp was deer sighting and counting. Many times they simply visited places to observe and count deer.

In addition to the Richards' families' time at Camp Ruth throughout the summer, James Lorin Richards, son of Rudolphus, hosted business associates and other friends. Typically, a small group came in August and another group came for a few weeks of hunting in November. As James approached seventy years of age, the recorded visits shifted to September and October for partridge hunting as opposed to November deer hunting. Richards, who enjoyed good fishing, came regularly in the early spring.

Mr. Richards love for the area and its people who worked for him never waned. When members of these families were sick or graduated from high school or got married or had another special experience or were having a problem, he wanted to know and he often provided monetary support. Leaving camp at the end of the season underscored is love for the area. Even in his 80s, he opted to have June take him and his nurse down the West Branch of Seboeis Stream in a canoe to start his journey home. Mr. Richards was at the camp in 1950 and during the following winter was making plans to return in 1951. However, his health interceded and he did not return again before he died in 1954 at 97 years of age.

In 1954, just before his death, Mr. Richards gave Camp Ruth to June Dugans who, as his father Orrie, had loyally served the Richards family, none of whom were interested in the family camp.¹²⁸ Orrie had been the Camp Ruth caretaker from c.1902 to 1936, when

¹²⁸ James Lorin Richards was a generous New England industrialist. He grew up in the Springfield, Massachusetts's area, left school at 17 years of age and went to Boston where he began working as a custodian in a bank and also began to hone his entrepreneurial skills. He married his Springfield neighbor Cora Towne in 1882 and they raised a son Edwin M. and a daughter Ruth S.. Richards started in tobacco and moved on to shipping and shipbuilding, utilities, and trains. He saved the New York, New Haven, and Hartford Railroad from dissolving

he died and June took over. June and his friends used the camp for a few years before he died in 1962 and passed it to his son Orrieson and daughter Carolyn (Dugans) Brown. The camp continues to be held by the Brown family who have maintained and preserved the five structures for family use.

Long A siding

Four miles north of West Seboois on the B&A was the Long A siding where sports departed for one of three sporting camps, the northern most ones in the Piscataquis watershed. Long A Camps was at the siding, and Cedar Lake Camps and Hodgkins Sporting camps were on Cedar Lake, a three mile walk or buckboard journey. J.E. Ingalls of Lagrange opened his logging camp in the off-season as Long A Camps by November 1896 and ran them for several years. He was a member of the Phineas Ingalls family of Bridgton and owned surrounding area land in T4IP beginning about 1848. When he finished logging in the area, he moved his operation north and sold to George W. Gould c. 1901. A couple months later the sporting camp burned and Gould did not replace it.¹²⁹

On Cedar Lake's south shore to the east of the outlet, in 1895, William L. Hodgkins operated Hodgkins Sporting Camps for a few years.¹³⁰ Hodgkins grew up in

and rebuilt it into a highly successful business. (Cloney, William Thomas. James Lorin Richards: the story of a New England Industrialist. Boston: Abbey Press, 1948?)

¹²⁹ *The Maine Sportsman*, Vol. 4 no. 39 (November 1896): 16; Vol. 4 no. 40 (December 1896).

¹³⁰ This camp appears on *Map of Penobscot County 1895*. South Paris, ME: J.H. Stuart & Company, author and publisher, 1895. The other information comes from Ancestry.com and *The Maine Sportsman*, Vol. 3 no. 30 (February 1896): 17 and 20.

Greenbush and his father was a lumberman. In 1894, when he married Isabel Bridges of Milo, he was managing Lake View House on Schoodic Lake and Isabel waited on tables at the house. By 1900, the Hodgkins and their two daughters were hotelkeepers at Lambert Lake, a few miles west of the Maine-Canadian border at Vanceboro. Sometime after 1910 he became a hotelkeeper on Moosehead Lake at Rockwood where he contracted tuberculosis in early 1918 and died later that year. What became of the camp on Cedar Lake is unknown. The Richards and their friends, who passed regularly back and forth between Cedar and Endless lakes beginning in the 1890s, only made reference to the establishment in 1895.

At the northwest corner of the Cedar Lake Fred Smith and Knowles opened Camps at Cedar Lake or Cedar Lake Camps by 1900 and five years later Smith was the sole proprietor. In 1906, the camp consisted of 12 sleeping cabins and a main building for dining. Smith also had a rough trapper's cabin with hand hewed floor logs on Cedar Pond 10 miles away. An alternative route to his Cedar Lake site was a three and a half mile trail from the West Seboois siding.

Smith, who was a single man and woodsman when he first came to the area, grew up in Bangor, came north in the early 1890s, liked the area, and stayed until he died at West Seboeis about 60 years later. While he may have logged in the area, his first known work was hunting deer, moose and caribou for the cooks who fed the men building the

B&A in this area in 1892 and 1893.¹³¹ Once the railroad work was complete, he continued his work as a woodsman, struck up his partnership with Knowles, married his wife Ella in 1902, and lived year round at the sporting camp where they raised two daughters, Ruth and Virginia. Their business from the start must have been excellent given the complex had 12 sleeping cabins; probably a reflection of Fred's guiding skills and Ella's cooking. By 1930, the Smiths were living at West Seboois siding during the off-season and by the early 1940s, at over 70 years of age, Fred and Ella had apparently closed the sporting camp and he was working for the Maine forestry service attending to phone lines and fire prevention.

Perhaps a year or two prior to 1948, Fred sold the sporting camp to someone who did not begin to perform the needed upkeep. Fred, accompanied by Harold Connors and his son Charlie, visited his sporting camp in fall 1948 to retrieve some tableware, and Charlie noticed the buildings were in poor condition. A 1949 news short in the *Portland Press Herald* mentioned a Maurice Clark had a camp at Cedar Lake; perhaps this is the person who bought from Smith.¹³² At the time, Smith's sporting camp was the only one on the lake. Whether or not the new owner ever reopened the operation is unknown, but no sporting camp enterprise was operating by the late 1950s and the original structures have been lost. Fred died in 1954 at his West Seboois home and his wife soon moved from the siding to the Lagrange.

¹³¹ Carolyn Brown of Seboeis village and Charles Connors of West Seboois siding both knew the Smith family.

¹³² *Portland Press Herald*, August 28, 1949, p. 11.

Long A siding was also the access point to East Branch Lake that is east of Cedar Lake. No known commercial sporting camp existed on the lake.¹³³ The first private camp on the lake was perhaps that of Peter Cesare, who built his camp in the late 1950s. At the time he drove into Cedar Lake and a little beyond, and then hiked the rest of the way carrying anything he needed.

Seboeis Village area

Seboeis village, located on Seboeis Stream just below the confluence of waters draining south from East Branch Lake and Endless Lake, was a CPR siding around which a wilderness community of loggers, farmers and wood mill employees developed. Below the village, Seboeis Stream continued another ten or so miles to the Piscataquis River, a couple miles from the Penobscot River at Howland.

The community also hosted one sporting camp that was on the Piscataquis watershed. Hidden from the village, but only three miles north of the Seboeis train station on the West Branch of Seboeis Stream was the Jordan and Hussey Sporting Camps that opened in the late 1890s.¹³⁴ One story is that Freeman (“Bert”) E. Hussey and Steve C. Jordan, two young men in their early twenties, were hunting and came across a man

¹³³ Tony Cesare, son of Peter Cesare, is the source of information on East Branch Lake.

¹³⁴ The sources of information for the Jordan and Hussey Sporting Camps are Helen (Hussey) Deag, daughter of Bert Hussey and George Hussey, grandson of Bert Hussey. Printed publications include: Goold, Henry D., “One week’s trip in Maine,” *Hunter – Trader – Trapper*, Vol. 34 no.5 (August 1917): p92-93 and Brown, Carolyn, et al. *Seboeis Plantation Pictorial History*. Lincoln, ME: Lincoln Press, 2010.

building a camp that he was no longer interested in and gave it to them. The other family story is that Steve's uncle built the camp and gave it to them. Bert and Steve negotiated a 99-year lease that the families retained until 1977.

The sporting camp grew quickly and developed a loyal clientele. By 1910, it had two small sleeping cabins and a large structure with a kitchen on one end, a dining room in the middle, and bunks at the other end. The sporting camp could house up to 20 people with one sleeping cabin set aside for the wives and daughters of the sports. The sporting camp was particularly popular during hunting season, but had some business during fishing season. The Hussey and Jordan families spent time each summer at the sporting camp having fun and doing other things in preparation for the fall hunting season, like cutting firewood.

Reaching the camp and its general operation never changed much. Some sports arrived in Seboeis by train after a nine-hour trip from Portland to Mattawamkeag where they changed to a CPR train for the last leg to the village. Others came by buckboard from Howland. By 1916, a car could drive to the Seboeis station. Generally, either Bert or Steve met sports at the station and then ferried them and their luggage by canoe upstream to the sporting camp. They could also walk to the camp on a path that connected the railroad tracks a mile west of the Seboeis station to the sporting camp. Steve and Bert kept the cabins in repair, brought in supplies, and did the guiding. Bert's wife Maggie and Steve's wife Agnes did the cooking during the hunting season for many years. A hunter, in October 1916, described Mrs. Jordan's cooking as the equivalent of Thanksgiving Day

every day at the camp; she cooked through the 1940s.¹³⁵ They charged men one dollar fifty cents a day for board and women seventy-five cents c.1910; a pricing structure that differentiated this camp from others.

Neither family ever made the camp their year round home. The Jordan family farmed in Kenduskeag and Steve logged winters, when he was not working at the sporting camp. The Jordans raised and grew most of the food used at the camp. As the fall season was about to start, Steve trucked items like potatoes and squash, canned vegetables plus large cocks of different types of meat to the landing, where they loaded the food into canoes that they paddled to the sporting camp, a process that lasted into the 1950s. Bert and Maggie grew up and lived in the Seboeis community through 1920 and then moved to Dover-Foxcroft sometime before 1930. When Bert was not running the sporting camp, he worked as a logger and lumberman until an injury in the 1950s sidelined him. One year when Bert logged near Seboeis, he lived at the camp with his wife who tutored their daughter Helen in the lessons sent in by Mrs. Currie the Seboeis schoolteacher. In his last years, Bert had his grandson George Hussey paddle him to the camp and leave him for a few days before returning to pick him up.

The two men operated the camp into the 1950s. Both men's love for the camp continued and they went there until their health made it impossible. Steve died in 1960 and Bert about 1967. By 1968 the management of the operation had transitioned to Steve's son Norris and his wife, and they ran the sporting camp until they sold in 1977 to their long time hunting guests Albert Testa, Albert Colley, Henry Kutz, and Louis Scottolina from

¹³⁵ See Goold in note 120

New Jersey.¹³⁶ They bought the sporting camp for their private use. With the exception of one sleeping cabin, the other buildings remain in tact.

¹³⁶ Brown, Carolyn, et al. *Seboeis Plantation Pictorial History*. Lincoln, ME: Lincoln Press, 2010, pp. 107 and 108.